

LIFE

FIRST OF TWO PARTS
WHAT YOU CAN DO ABOUT RECESSION
BY SYLVIA PORTER, RALPH CORDINER
PREVIEW OF YEAR'S GREATEST RACE



**DE GAULLE'S HISTORIC
PRESS CONFERENCE**

JUNE 2, 1958 **25** CENTS



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Hotpoint

HOTPOINT CO. (A Division of General Electric Company), Chicago 44



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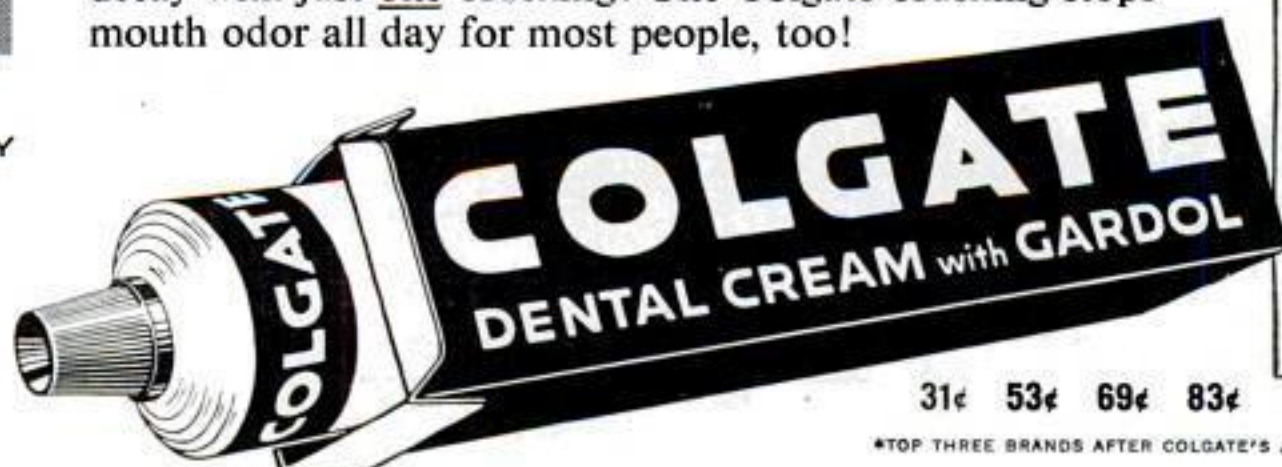
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**FIGHTS BOTH BAD BREATH AND TOOTH DECAY ALL DAY—
WITH JUST ONE BRUSHING!**



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World's
Largest Selling
Toothpaste

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98¢ with GARDOL!**

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Spectacular cup preview 42



THE "VIM" HEELS OVER IN ATLANTIC BEFORE A STIFF BREEZE

Brilliantly beautiful color pictures take you out amid billowing sails, heeling decks and flying spray to see the thrilling sights and sensations of sailing—here photographed by George Silk aboard the *Vim* during a preview run for the year's greatest race, the America's Cup. Maitland Edey tells the riotous story of how the America's Cup has been held for 107 years against fierce, frustrated British challengers.

Quandary over big bid 15

As De Gaulle's tide rises, army revolt in Algeria and the political chaos in Paris make for a baffling French crisis. But, finally, something may happen.



PUZZLED POSTMAN

You vs. recession 22

There are things you can do for yourself about the recession, say Columnist Sylvia Porter and General Electric's President Ralph Cordiner, who tell how.



PORTER, CORDINER

Newly popular Benson 79

Secretary of Agriculture Benson, to whom the farm boom has brought a new popularity, enjoys unusual romp and makes some revealing observations.



SECRETARY BENSON

COVER

France's General Charles de Gaulle holds his historic press conference and asks, "Is it credible that at the age of 67 I am going to begin a career as a dictator?" (see pp. 15-21)

THE WEEK'S EVENTS

- Like the postman, France is in a quandary but the tide for De Gaulle rises **15**
- The recession and you: noted columnist says it is a good time to buy. By Sylvia Porter. G.E. head says business needs to help itself. By Ralph J. Cordiner **22**
- Gay gathering of governors: they meet in Florida to work, play and talk politics (mostly) **24**
- Crisis in sky: another fatal mid-air crash starts a national debate **28**
- A Look at the World's Week **35**
- A fatal first mishap for the Nike **40**

EDITORIALS

- Congress and the national agenda
- "Nothing startling" my foot!

PHOTOGRAPHIC ESSAY

- Sailing beauty gets set for cup tryouts: in tune-ups over historic yachting course, *Vim* shows form and speed of racing class that will defend America's trophy. Photographed in color for LIFE by George Silk **42**

ARTICLE

- The feuding past of a coveted cup: bad manners, bitter fights cloud contests for prize America won. By Maitland Edey **53**

MOVIES

- The departure of a debonair star: Ronald Colman dies at 67 **74**

CLOSE-UP

- "Farmers like a man who stands by his convictions": Secretary of Agriculture Ezra Taft Benson is shown as he enjoys a new popularity **79**

TELEVISION

- Prize pupil of higher earning: Elfrida von Nardroff **86**

THEATER

- The prelude to a garroting: Alfred Lunt and Lynn Fontanne star in *The Visit* **91**

RELIGION

- A Catholic seals in a Protestant neighbor in Italy **99**

PARTY

- Two hits in new settings: as Texan Van Cliburn moves in to conquer New York, Russia's Moiseyev dancers move on to take Chicago **102**

OTHER DEPARTMENTS

- Speaking of Pictures: big shots—\$1 a shot **8**
- Letters to the Editors **10**
- Miscellany: shepherd in keeper's clothing **108**

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- 22—JOE SCHERSCHER
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- 24 THROUGH 27—GREY VILLET
- 28, 29—ANDREAS FEININGER—BURCHETTE FOR THE WASHINGTON POST, MAP BY ELMER SMITH AND TONY SODARO
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- 35—KEITH HAWKINS FOR THE HOUSTON POST—U.P.I.
- 36—JOHN BRYSON, ROBERT GORHAM FOR THE LINCOLN JOURNAL-STAR—JAMES WHITMORE
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- 53—DMITRI KESSEL
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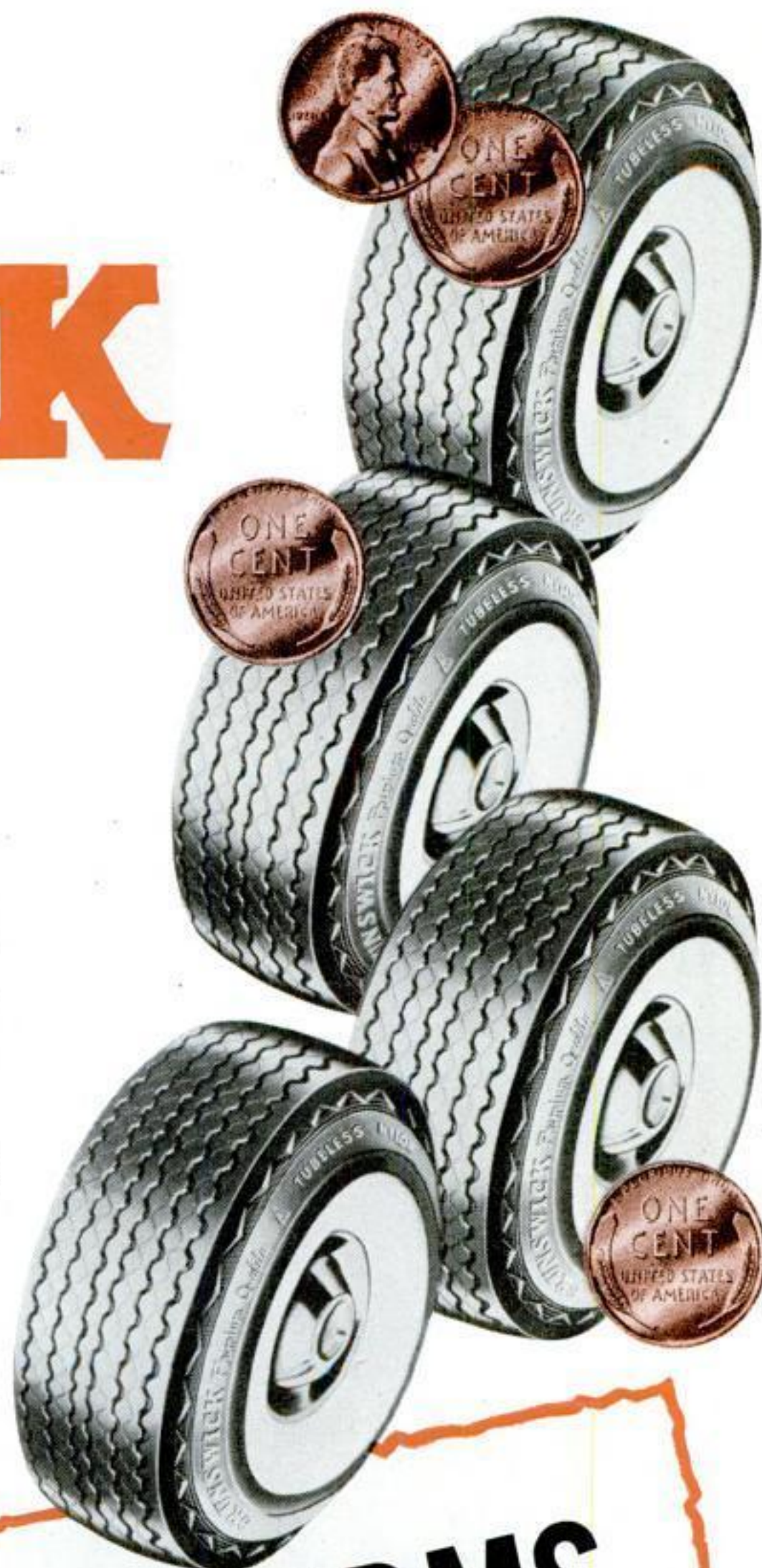
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Pete's Auto Stores

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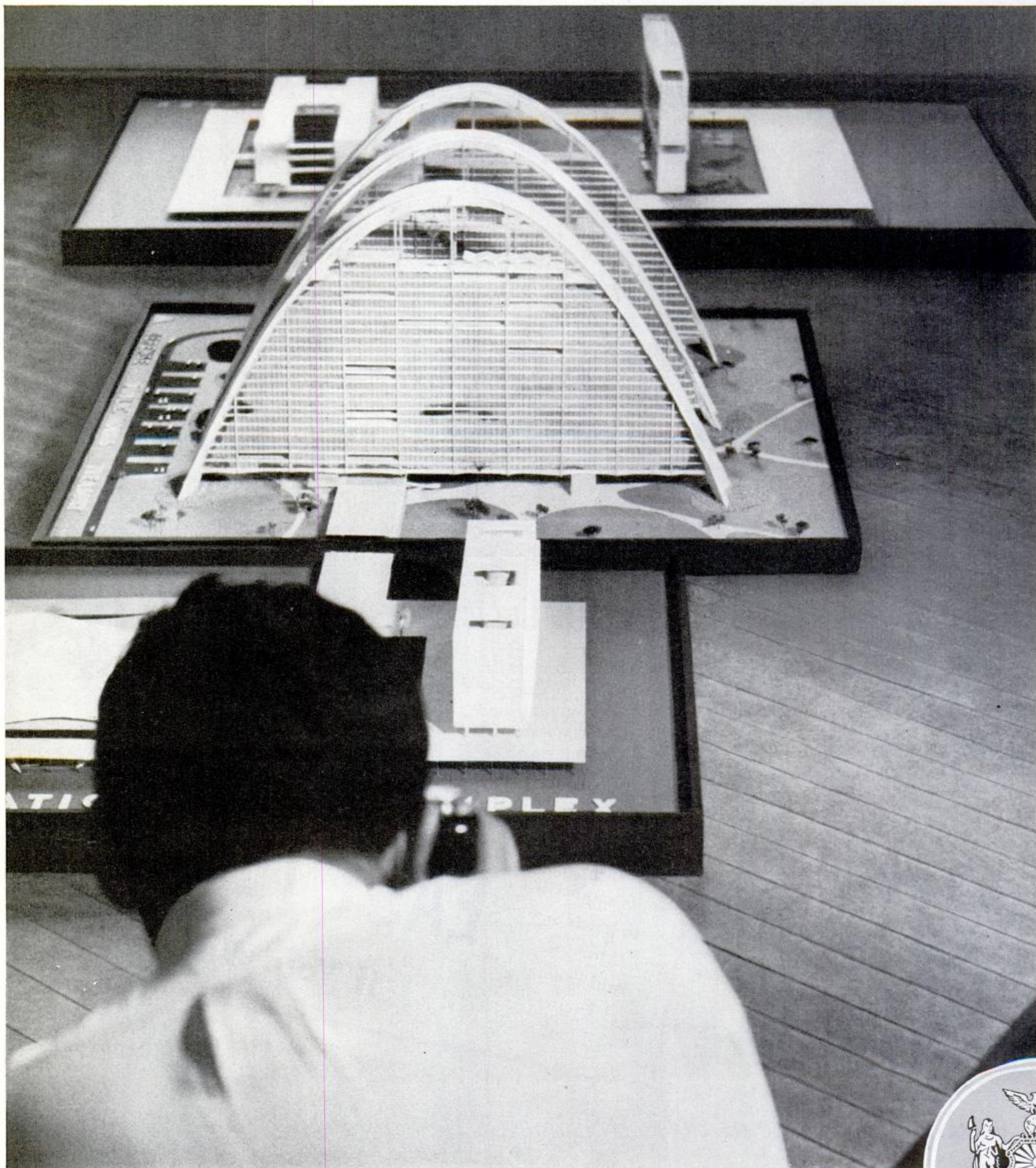
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for drinking!



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nonfat milk instantly—*for as little as 8¢ a quart!*



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The one "Magic Crystals" Instant. Naturally refreshing, *delicious*. The modern way to all the natural protein, B-vitamins and calcium of freshest whole milk. Perfect for cooking, too — no special recipes needed. Even *whips* — for luscious light topping at only 1¢ a serving, and with $\frac{2}{3}$ less calories than whipped cream!

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Only Carnation "Magic Crystals" mix instantly and completely in ice-cold water with just a light stir. No lumps, no leftover paste in bottom of glass! Ready to drink, with fresh, light flavor.



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Save up to $\frac{1}{3}$ over milk and flavoring!

DAD IS CHAMP

Father's Day
June 15

Madder wash 'n' wear sportshirt, \$5.00. "Madder Tide Bermuda Set"—sportshirt, matching handkerchief and belt, shorts, \$13.95. Lad wears "Madder Son" Sportshirt, \$3.98.

"Windward Duodown" iridescent sportshirt with matching handkerchief, \$6.95. "Madder Pimm's" Cardigan, \$7.95. "Windward Glocron" Set—shirt, handkerchief, belt, Glocron wash 'n' wear slacks of 55% Dacron—45% rayon, \$18.95.

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"Madder"...the remarkable secret dye-process created for royalty by the master dyers of antiquity. Now McGregor modernizes this glorious ancient heritage with new richness...introduces a luxurious new look of paisley just in time for Father's Day. And fashioned into the first truly wash-and-wear sportshirts of those light, 6.9 yards-to-the-pound cottons he's always wanted...into rich, iridescent solid colors for more conservative Dads...and into (at last!) a jacket designed to wear over a sportshirt: the new washable Durene knit CARDIGAN in madder colors.

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How Ronald Thorneycroft made his near-fatal mistake

Until now, the true story of Ronald Thorneycroft has never been completely told. Perhaps the reason is that no one could believe so excellent a student could have made so serious an error.

It happened in Professor Brimwood's class. Here is the first accurate account of what took place.

Prof. Brimwood: Please name for us, Thorneycroft, a possible source of income a man can have in addition to his job.

Thorneycroft: He could get extra income from dividends on common stock, sir. Income that might help start him on the road to financial independence.

Prof. Brimwood: Excellent. And do you need to be rich to buy stocks?

Thorneycroft: Certainly not, sir. Two out of three shareowners have incomes under \$7500 a year.

Prof. Brimwood: Exactly. And are there any devices to make it easier to own securities?

Thorneycroft: Indeed yes, sir. With the Monthly Investment Plan a man can buy stock for as little as \$40 every three months, up to \$1000 a month.

Prof. Brimwood: And should he use just any money he happens to have lying around?

Thorneycroft: By no means, sir. He should use only money left over after living expenses are paid and emergencies provided for.

Prof. Brimwood: Why do you say that?

Thorneycroft: Because stock prices go up and down, sir. And a company may not make a profit, may not pay a dividend or interest.

Prof. Brimwood: Correct. And can a man take precautions to avoid risk?

Thorneycroft: You can't avoid *all* risk, sir. But never depend on tips or rumors. Be sure to get facts before you invest.

Prof. Brimwood: And where would you begin to look for facts?

Thorneycroft: First, in an excellent booklet called "DIVIDENDS OVER THE YEARS." It describes more than 300 stocks on the New York Stock Exchange that have paid dividends every year from 25 to more than 100 years. It tells which have increased dividends over the last ten years, which have paid 5 to 6 percent at recent prices, which are favored by big financial institutions. The booklet is free. Second, I would see a broker for good advice.

Prof. Brimwood: Any broker, Thorneycroft? (Now it was that Thorneycroft made his mistake.)

Thorneycroft: Any broker, sir.

Prof. Brimwood: What? Did you say *any* broker?

Thorneycroft: I'm afraid I slipped, sir. What I meant to say was: See any broker with a Member Firm of the New York Stock Exchange. He'll help you invest sensibly, help you buy or sell, help you review your securities from time to time. You should ask him also about bonds. He's a very capable friendly fellow, sir.

Prof. Brimwood: Exactly right, thank Heaven.

And now it's your turn to shine—before your wife and family—by planning to invest extra money to get extra income. Start now by getting your free copy of "DIVIDENDS OVER THE YEARS" from a nearby Member Firm. Or send the coupon. It may turn out to be as long a step forward as you've ever taken.

Send for new free booklet. Mail to your local Member Firm of the Stock Exchange, or to the New York Stock Exchange, Dept. 8I, P. O. Box 252, New York 5, N. Y.
Please send me, free, "DIVIDENDS OVER THE YEARS," a basic guide for common stock investment.

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A Buckit fer a
Buck



SOPHOMORE ELVIRA FEKETE GETS READY TO DOUSE STUDENT COUNCIL PRESIDENT MARILYN MENCOTTI



Buck



A BUCKET OF WATER HITS MARILYN FULL-FACE.

Big Shots \$1 a Shot

At their annual spring carnival students at the University of Detroit reveled for a modest price in the exquisite pleasure of cutting their Big Men (and Women) on Campus down to size. While campus leaders fearfully squinched up their faces, those of their tormentors made a study of unholy delight as they let fly with water (\$1 a bucket) and meringue pies (\$1 apiece at close range).

The big shots suffered the humiliation for a noble cause—to help pay off the mortgage on a new student union building which had been financed in part by eight previous spring festivals. This year it took 400 buckets and 300 pies before the students had satisfied their hidden urges. After the carnival, the students were within \$65,000 of paying off the mortgage.

PRESIDENT MENCOTTI CATCHES IT AGAIN AS ELAINE GEMS MASHES PIE IN HER FACE





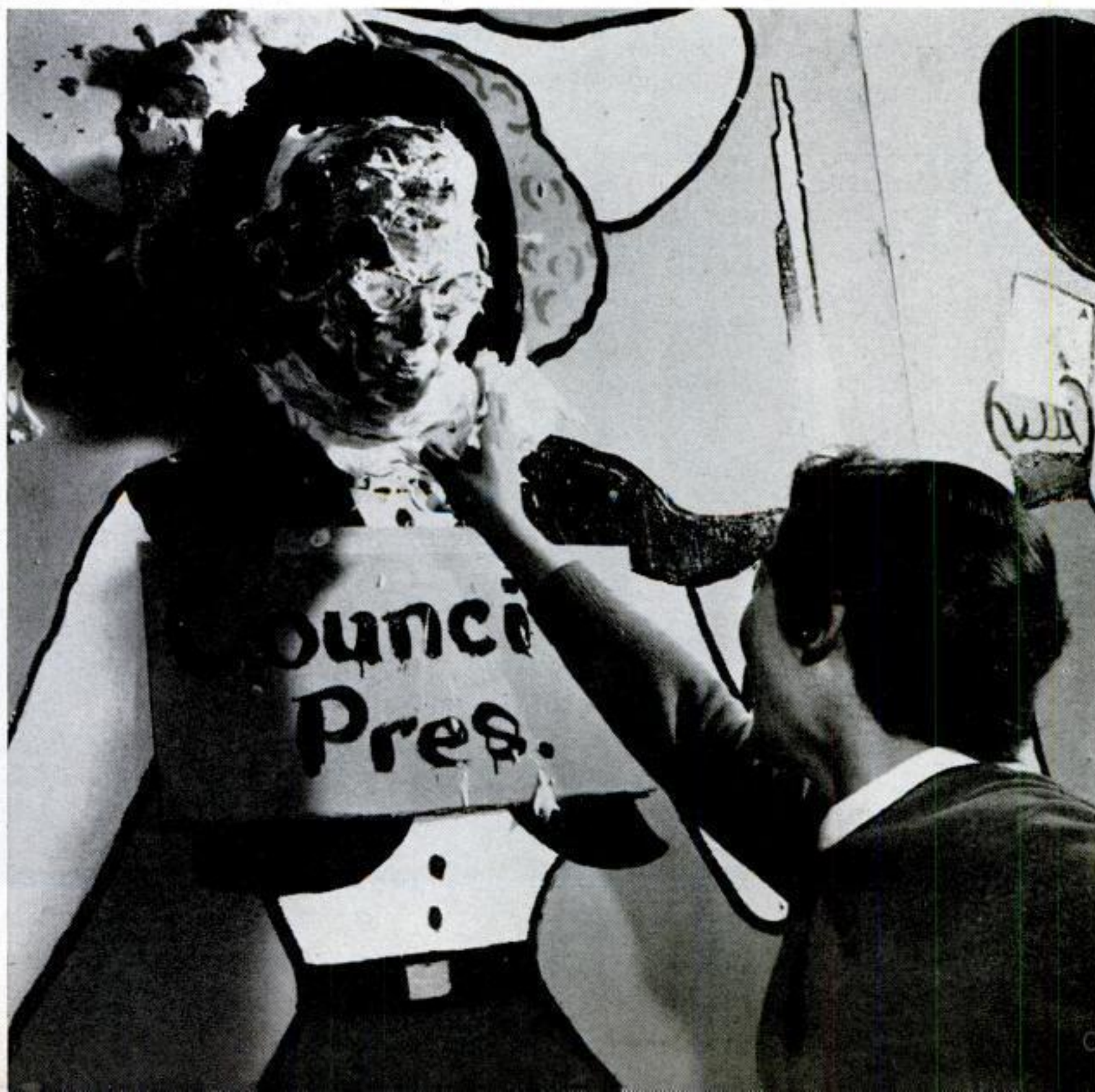
MARILYN KEPT GLASSES ON DURING THE ORDEAL



ELVIRA STANDS BACK TO ENJOY MARILYN'S WET FACE. "IT WAS WORTH EVERY PENNY," SHE SAID



A ROW OF BIG SHOTS SUFFERS A SIMULTANEOUS ASSAULT



STILL SMILING THROUGH THE MESS, MARILYN MENCOTTI BRACES HERSELF FOR NEXT PIE

LETTERS TO THE EDITORS

GARDEN ADDICT KICKS THE HABIT

Sirs:

I hope that Mrs. McGinley's witty discourse on home gardening as a potential monster will serve as a friendly warning to all eager novices ("Garden Addict Kicks the Habit," *LIFE*, May 12).

The best signal of when "enough is enough" is the first real, honest-to-goodness backache. Better one glorious maze of marigolds, to be viewed in comfort, than a profusion of everything in the flower catalogue, seen through the pain-dulled eyes of a poor planter with tortured vertebrae.

MRS. RICHARD J. CLARKE

Winchester, Mass.

Sirs:

There is another side to it. Many of us are born without benefit of any particular talent. Gardening is our brush and palette—or our violin. So, although my aphids are showing, I'll admit that I am an addict still—and probably an incurable one!

KATHLEEN FRIZELLE

Seattle, Wash.

Sirs:

My grim determination to have the perfect lawn drove me on and on until I was forced to undergo a spinal fusion operation as a result of too much back strain. Crab grass came far closer to eliminating me than I ever did it.

MRS. ELLEN HATCH

Urbana, Ill.

Sirs:

How do you get rid of a rock garden?

ELIZABETH S. DYER

Wellesley Hills, Mass.

A RED RED CARPET FOR NASSER

Sirs:

What is Bob Hope doing marching in the Moscow parade for Nasser ("A Red Red Carpet for Nasser," *LIFE*, May 12)? Is he defecting?

GEORGE VELLIOTES

Santa Barbara, Calif.

Sirs:

Does Russia have its own Bob Hopevsky?

RENE LALUMIERE

Montreal, Que., Canada

Sirs:

We all know that Bob Hope was over there, but does he have to get in the act on everything?

BUD FREY

Hialeah, Fla.

Sirs:

Some people will go a long way for a laugh.

BECKY YANEVICH

Kirkwood, Mo.

● The Hope facsimile in the Moscow parade was noted by dozens of readers, several of whom tore out the picture and sent it to Hope. "It scares me," Hope says.—ED.



HOPE'S DOUBLE (SECOND FROM RIGHT) IN MOSCOW

OUR REAL TRADE CRISIS

Sirs:

Powerful and timely is your fine editorial, "Our Real Trade Crisis" (*LIFE*, May 12). Delicious to the Kremlin and deadly to ourselves is our failure to seize the initiative by moving rapidly toward union of the free nations. Keep blasting!

GEORGE HOPKINS

Eugene, Ore.

Sirs:

If our conflicting domestic and foreign trade policies are to be continued there are a few additional projects I would suggest, particularly after reading your editorial for free trade: how to wear wooden shoes in comfort and 101 ways to prepare rice.

EDWIN WILKINSON

National Association of Wool Manufacturers
New York, N.Y.

BRITAIN IS SMITTEN BY 'FAIR LADY'



JULIE SINGS AT 11

Sirs:

In "Britain Is Smitten by 'Fair Lady'" (*LIFE*, May 12) you said, "Julie Andrews left England in 1954 an unknown. All her success had come in America." What?

Julie Andrews was a child prodigy broadcasting regularly on the BBC and was appearing in London shows before she had probably ever realized there was such a place as Broadway, New York, America. Her parents were well-loved members of the British variety stage, and Julie was brought up in that great tradition—without any American aid.

MIRIAM CLARKE

Bound Brook, N.J.

● Julie was well known as a child singer. But she fell into relative obscurity until, at 18, she was hired for the Broadway role of *Boy Friend* which led to stardom in *My Fair Lady*.—ED.

FRENCH LESSON IN INNARDS

Sirs:

A tip of the epicurean hat to *LIFE* for giving long-overdue recognition to use of innards in cooking ("French Lesson in Innards," *LIFE*, May 12).

As children (eight of us) we ate succulent dishes Mother made, some from Old World recipes and some from sheer ingenuity.

AUGUSTIN R. PAPALIA

Watertown, Mass.

Sirs:

When wife studies magazines and newspapers for new ideas in menus and budget-stretching meals, it's routine, and husband shows little interest.

Then *LIFE* arrives! My beloved spouse, who in the past took a dim view of variety meats, reads every recipe carefully, hands me a marked copy, and says, "How about trying some of these marked with 'X'?" Innards are great.

MRS. ROBERT A. GILMORE

San Francisco, Calif.

Sirs:

If my ever-lovin' spouse prepares me such a mess of pottage there will be hell to pay in our cottage. Leave

the guts to the French—they certainly seem to lack them in their government.

FRITZ HERVEY

Appleton, Wis.

Sirs:

You said "sweetbreads" are thymus glands, but in reality they are pancreas—a lot different from thymus. The pancreas is in the upper abdomen, while the thymus is in the upper part of the chest cavity.

DR. J. H. LEPERE

Stockton, Mo.

● Both thymus and pancreas are sweetbreads.—ED.

SPEAKING OF PICTURES

Sirs:

There may be fewer than 20 of these rare steel armored faces in the world, as stated in "A Steely Look in False Faces" (*LIFE*, May 12), but the John Woodman Higgins Armory in Worcester, Mass. has six or seven of them. Here are two of the horrible faces, photographed by Edward A. Cournoyer.

IVAN SANDROF

Worcester, Mass.



TWO 16TH CENTURY HELMETS IN MASSACHUSETTS

BRUSSELS LIGHT-UP TIME

Sirs:

Thanks for "Brussels Light-Up Time" (*LIFE*, May 12). No other magazine but *LIFE* could have brought to its readers such an appealing and magnificent coverage.

DOROTHY A. FERNANDEZ

East Rutherford, N.J.

Sirs:

While studying for an anthropology test I took a break to read of the Brussels World's Fair. The book has stressed throughout that each civilization is represented with symbols for its own cultural patterns.

Russia shows statues of the working men and women, scientific displays and honored Lenin. The U.S. pavilion shows pretty models selling the "sack" dress.

ROBERT KENDALL

Los Angeles, Calif.

Sirs:

LIFE's article on the Brussels exposition states that in the U.S. pavilion "two of its balconies were closed as unsafe."

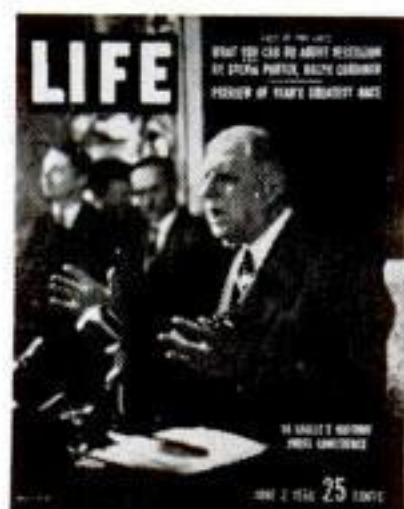
That is incorrect. There is only one balcony, and at no time has any portion of this been closed off. It has been in continuous use since the exposition opened.

Two exhibits have upper decks undergoing a loading check, and currently not open to the public.

EDWARD D. STONE

New York, N.Y.

LIFE 540 N. Michigan Avenue, Chicago 11, Illinois



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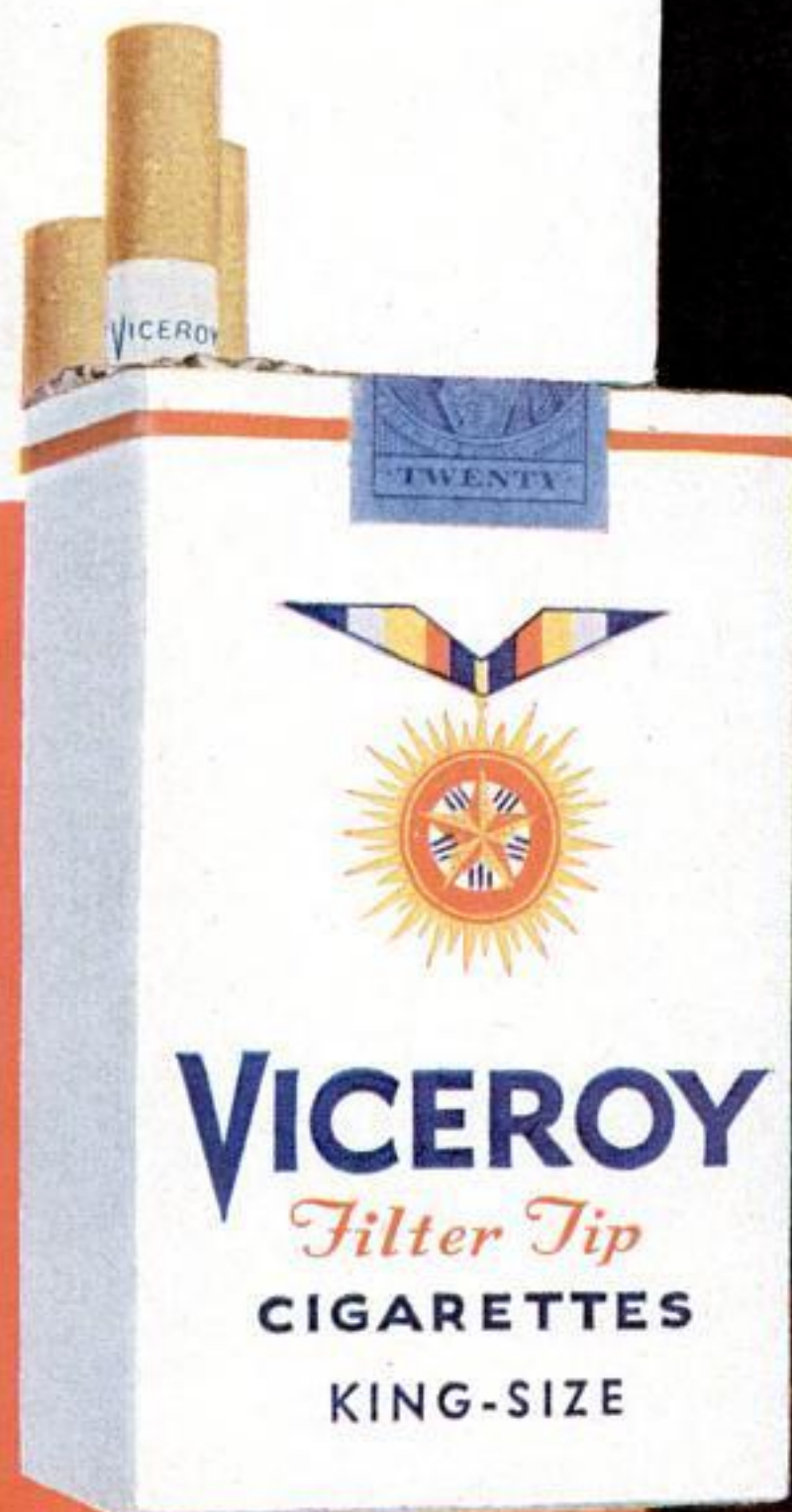
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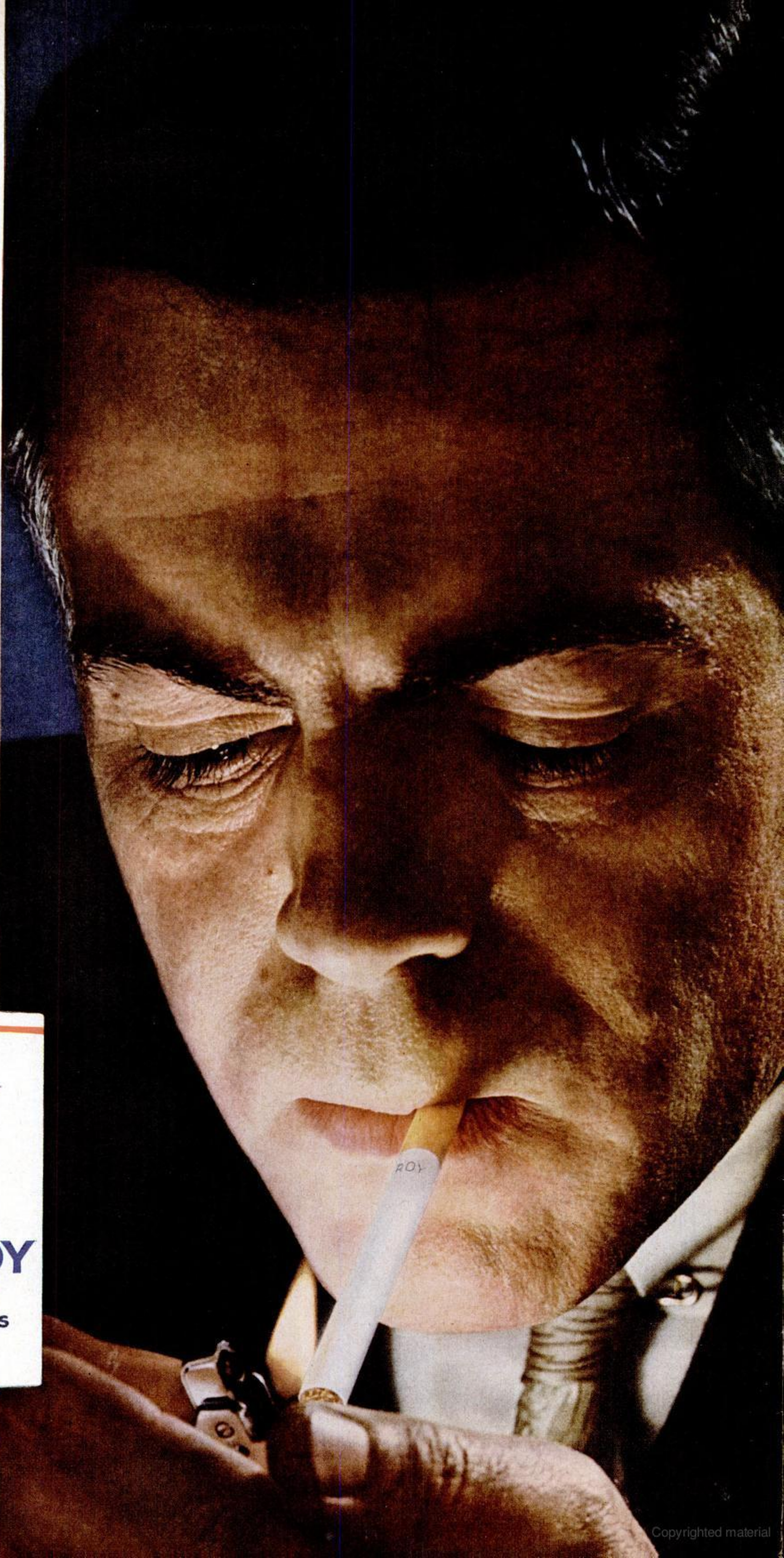
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Both are grand on sandwiches and with cold platters. Try them!



ANN PAGE CALICO SLAW

COST OF AVERAGE SERVING 11c

2 pkgs. Ann Page Sparkle gelatin—Lemon Flavor
2 cups hot tomato juice
¼ cup cold tomato juice
¼ cup cold water
1 tsp. onion salt
1 lemon, juice and grated rind
1 cup ANN PAGE MAYONNAISE OR SALAD DRESSING
3 cups shredded cabbage
1 cup diced celery
¼ cup diced green pepper
¼ cup diced pimiento

Dissolve gelatin in hot tomato juice. Blend cold tomato juice, water, salt, lemon rind and juice with Mayonnaise or Salad Dressing. Add to gelatin mixture; beat until smooth. Pour into ice cube trays; chill until firm around edges but still soft in center. Turn into bowl and beat with rotary beater until fluffy and smooth. Fold in vegetables. Turn into 2 qt. mold, chill until set. Makes 10-12 servings. For 2-tiered arrangement place a small inverted bowl in center of large bottom plate or tray. Set plate of Calico Slaw on top of bowl. Garnish as illustrated. For family size, halve all ingredients, use 1-qt. mold. Makes 5-6 servings.

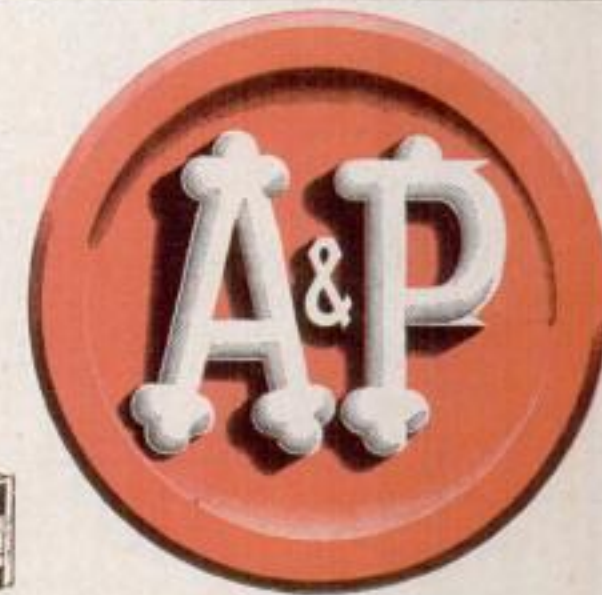
*Costs based on A&P Super Market prices at press time.

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THE FACE OF CHATEAU-THIERRY POSTMAN RENE CARON, HIS LAPEL FULL OF PINS TO STICK MONEY TOGETHER, IS THE FACE OF FRANCE IN A DEEPENING CRISIS

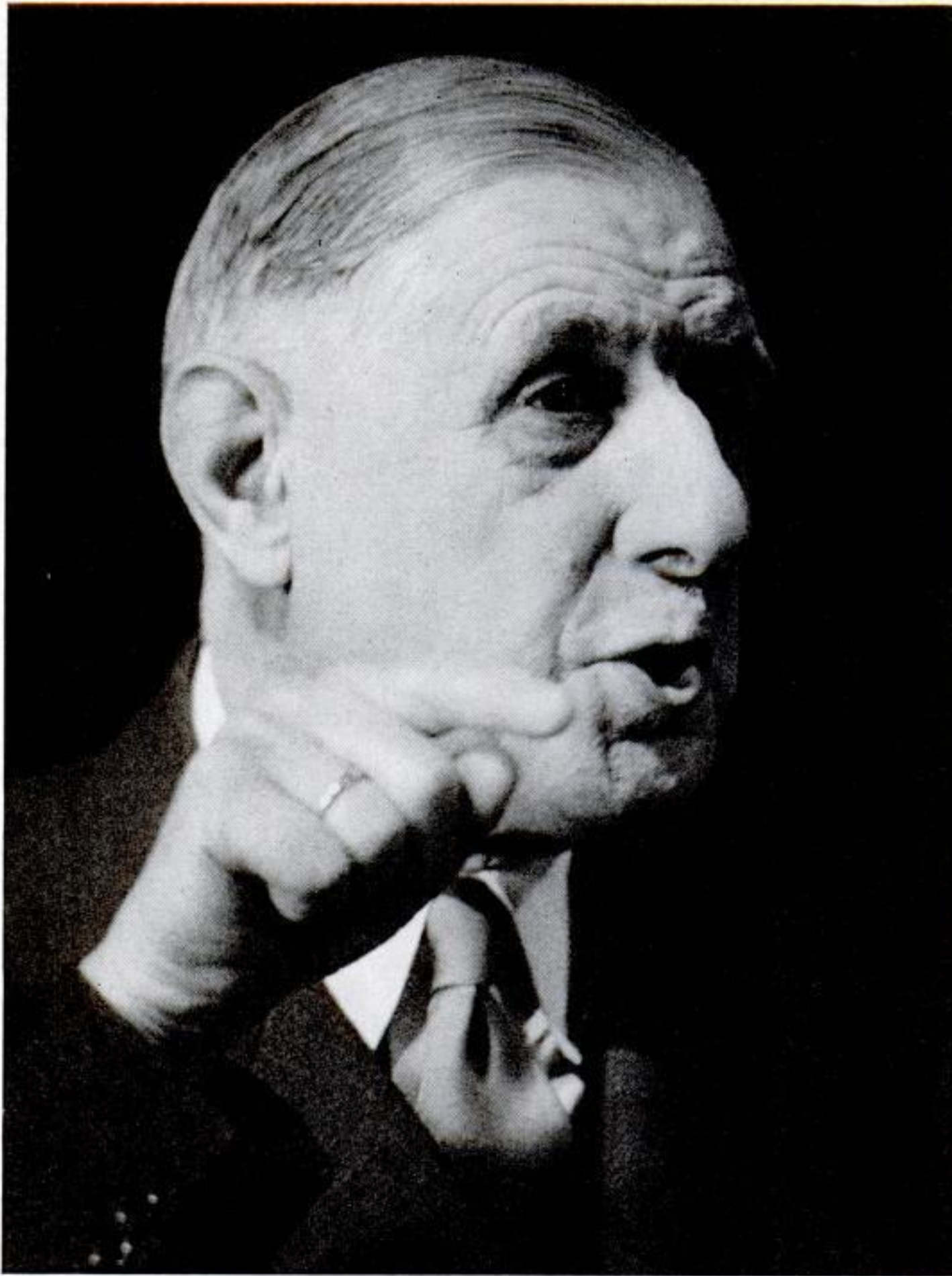
LIKE THE POSTMAN, FRANCE IS IN A QUANDARY BUT THE TIDE FOR DE GAULLE RISES

The puzzled expression of the postman above was on the faces of countless Frenchmen last week—and it reflected a national dilemma. The expression and the dilemma had endured, more or less the same, throughout the marionette-like performance of 23 Fourth Republic governments, also more or less the same. Frenchmen had put up with a great deal to maintain their individualistic republicanism. But now there had been two weeks of chaos in Paris and army insurrection in Algeria. And even though hardly anyone knew what was going to happen, there was a groundswell of uneasy

conviction that something had to happen. And the figure toward whom most eyes were turned was unmistakably Charles de Gaulle.

De Gaulle had made that certain. At a press conference (*see cover*) he suggested that Frenchmen would spurn his bid for power at their own peril. In a desperate counterattack Premier Pierre Pflimlin demanded constitutional reforms which amounted to an attempt to impose Gaullism without De Gaulle. Meanwhile the insurgent French in Algeria, egged on by Gaullist pathmaker Jacques Soustelle (*p. 20*), became more united than ever before.

Pflimlin dispatched an ex-Gaullist deputy to talk to the French Algerians, and he was considering discussions with De Gaulle himself. There was heavy pressure on leaders of the Socialists, a crucial power bloc, to accept De Gaulle. The Communists were lying low, hoping to cash in eventually. Frenchmen who despised the parliamentary ballet dance of the past dozen years were by no means agreed that De Gaulle was desirable. But former Premier Antoine Pinay spoke for a lot of them when he said, "When there's a cloudburst and there's only one umbrella left in the store one buys it."



A STUDY IN DETERMINATION, General de Gaulle at his Paris press conference is stern of expression and emphatic of gesture as he answers a question.

DE GAULLE'S BIG PRONOUNCEMENT AND ITS IMPACT ON SOME PEOPLE

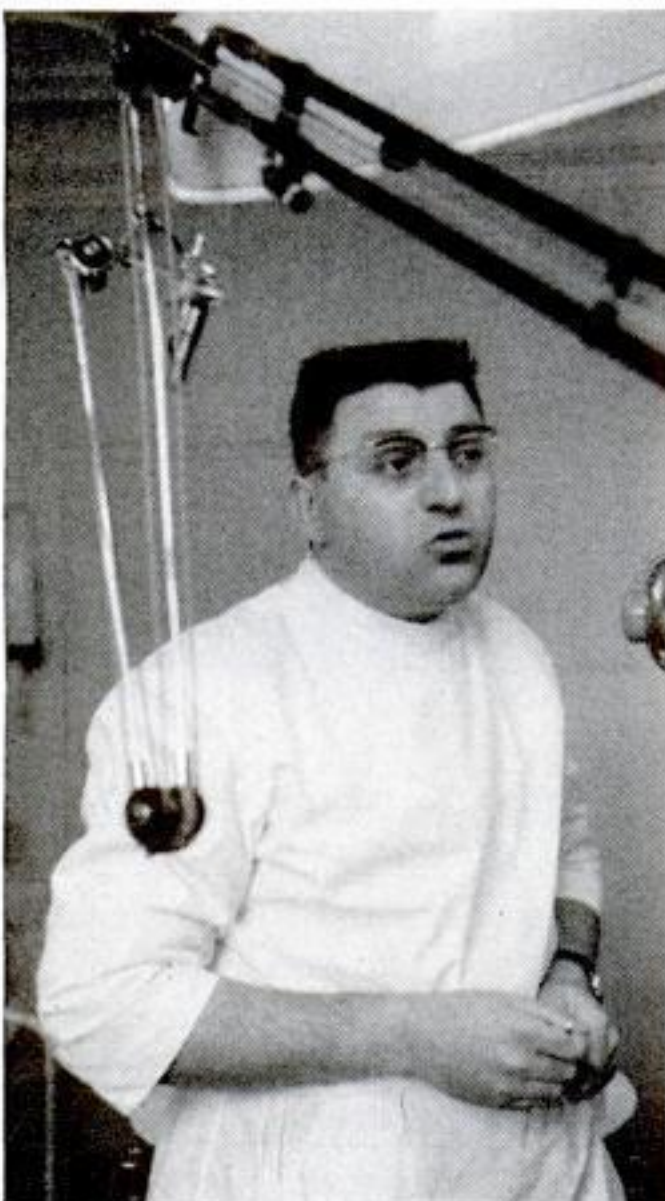


AT LIVELY CONFERENCE in Paris' Hotel Palais d'Orsay, De Gaulle on the rostrum talks forcefully above the hubbub while his principal political aide, Olivier

The press conference at which De Gaulle materialized as a flesh-and-blood rather than a figurative aspirant to power was rich in antique theatricality. The general spoke darkly and beautifully like an oracle. "I am a man who belongs to nobody and belongs to everybody," he said.

Declaring his political universality, the general had soothing words for the Socialists, who fear him as a dictator and cited his support of social legislation when he was provisional president of France in 1945. He

CITIZENS OF HISTORIC CHÂTEAU-THIERRY DEBATE



DENTIST Alain Marchand thinks De Gaulle will not get power because "he missed the boat in 1945 . . . we need somebody who is better at politics."



CYCLE SELLER Georges Lassiste opposes De Gaulle and anyone else who wants strong authority. He argues French "are against special powers."



GARDENER Maurice Kupfer, at U.S. military cemetery near Belleau Wood, low-rates De Gaulle since "things aren't so bad. You can earn a living."



GROCER Madame Louis Gillot begs off politics because of "too many clients on both sides of the fence" but wants lower taxes, Algerian solution.



Guichard (right, fingers of right hand outspread), tries to quiet photographers moving around and several reporters shouting out questions at the same time.



A STUDY IN MEDITATION, General de Gaulle, a distinguished literary stylist, searches for precise phrase he wants to use. Conference lasted 40 minutes.

praised Socialist Guy Mollet and exclaimed, "Is it credible that at the age of 67 I am going to begin a career as a dictator?"

On the question of the insurrection in Algeria, De Gaulle did not go as far as hoped by some of his right-wing supporters—who are well to the right of the general. But he refused to disavow it. "The Algerians," he remarked, "cry 'Long live De Gaulle' as Frenchmen do instinctively when they are in the depths of anguish or on the heights of hope."

Asked what he would do about Algeria, De Gaulle replied, "I envisage a case in which the French people would ask me to carry out arbitration." He seemed to be saying that he alone could reconcile not only left and right in France proper but also France and French Algeria.

The press conference became the center of French discussion. But a sampling of views (*below*) in Château-Thierry showed that, so far at least, the general's statements were far from unifying the people of France.

THE GENERAL—HIS MERITS AND HIS PROSPECTS



TAXI DRIVER Jacques Cresseux, who owns cab, asserts, "We need a *grand chef*" who will "clean up that puppet show at the Palais-Bourbon."



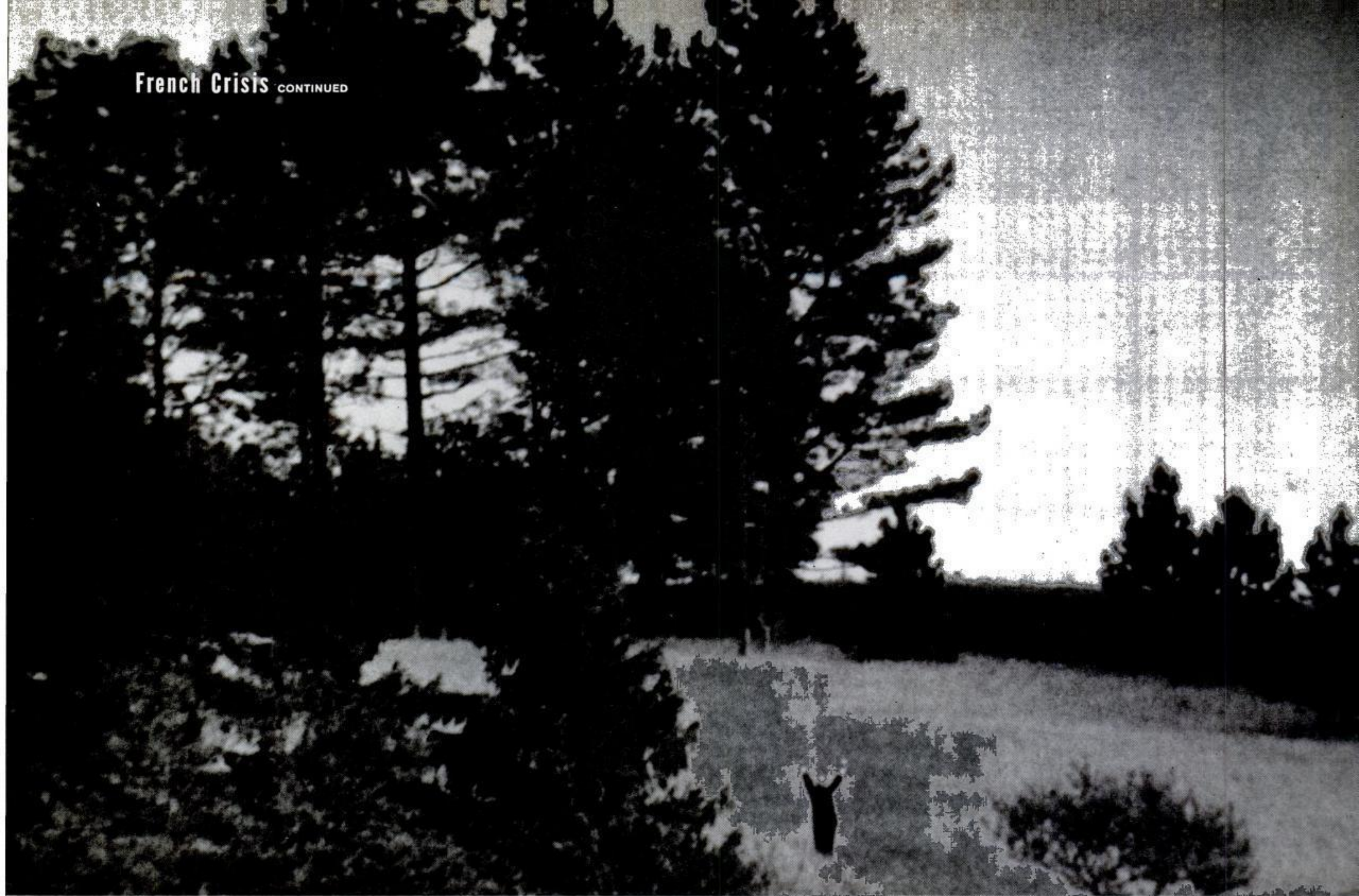
CONCIERGE Thérèse Colmont leans to De Gaulle because he is "acclaimed by Algerians" and she wants end to "our soldiers' suffering" in Algeria.



COMMUNIST René L'Évêque paradoxically thinks that "some kind of monarchy would be best. . . . History is a perpetual *recommencement*."



MUSIC MAN André Fequant, instrument maker, doubts situation is "ripe enough," thinks "if De Gaulle came he would give nation a soul again."



PORTENTS OF CHANGE IN THE AIR, AMONG POLITICOS AND IN ALGIERS

"Now I shall return to my village and I shall remain there at the disposal of the country," said De Gaulle at the close of his press conference. Back in Colombey-les-deux-Églises, French air force training planes flew over the general's home expressly to hail De Gaulle—convincing evidence that his support from the military was not confined to Algeria.

In Paris, Pflimlin sought reforms which approached what De Gaulle asked. He proposed that the Assembly give the cabinet limited but definite



APPEALING FOR ORDER, Premier Pflimlin in his Paris office makes radio address asking all French to "be grouped around the government of the republic."





power to rule by decree. He hoped to end instability with a proposal that, before a premier could be ousted, an Assembly majority would have to agree on a new premier. These were issues on which Pflimlin might fall, because the Assembly was still the Assembly, jealous of its power. If Pflimlin won, he might head a government under the new rules. But his proposals, said a deputy, were "a suit cut to the measure of De Gaulle."

De Gaulle was ready to try it on. Influential Antoine Pinay went to see



SALUTING DE GAULLE, French air force trainers fly over the general's home town and dip their wings. Training planes are of the Belgian "Stampe" type.

← **ACKNOWLEDGING SALUTE**, De Gaulle on grounds of his estate at Colombey-les-deux-Églises raises both arms high in the air to hail the vanishing airplanes.

the general and reported to Paris that De Gaulle would honor France's treaties and keep the Reds out of government. Meanwhile De Gaulle's supporters in Algeria, more united than any group in France, took their gloves off and in flagrant defiance of Paris formally recognized the insurgent Committee of Public Safety, catapulting into leadership an old Gaullist lieutenant (*next page*). Then came another body blow to Pflimlin: a similar rebel committee in Corsica, the birthplace of Napoleon.



EMISSARY TO DE GAULLE, conservative Antoine Pinay, is surrounded by newsmen as he comes from Pflimlin's office where he reported on Colombey talk.

← **ACCOLADE TO DE GAULLE** is given by massed demonstrators in Algiers who carry his picture aloft as they listen to a speech by his ally, Jacques Soustelle.



JUNTA ON DISPLAY features General Massu speaking to 100,000 in Oran in visit by insurgent Committee of Public Safety. Behind Massu (from left) are

General Salan, Soustelle, Moslem politician Mohammed Sid Cara. Soustelle, Massu, Sid Cara have joined within committee to back De Gaulle "unto death."

SOUSTELLE, GAULLIST WITH ARMY BACKING IN ALGERIA

Jacques Soustelle, a Gaullist deputy and parliamentary gadfly who helped bring down two French governments on the Algerian issue, has emerged as political front man of the French rebels in Algiers. TIME & LIFE Correspondent Stanley Karnow, who saw him last week, cabled this report:

ALGIERS

As recently as a month ago Jacques Soustelle was saying that he was fed up with public life. Ever since World War II, Soustelle had been deep in Paris politics. He had spent a painful year as governor general of Algeria. He was by education and bent an anthropologist, an expert on Latin American civilizations. He said he wanted an academic life.

But last week Soustelle was back in Algeria, the dynamic political force behind an insurrection that was shaking France. Deep in one of the most sensational political plots in modern French history, he had turned up in Algiers from Switzerland to supply the motor force behind paratroop officers in Algeria and Gaullist militants in France willing to risk their necks to sweep De Gaulle to power. How much De Gaulle knew of this while it was happening was unclear. But Paratroop General Massu took over, then Soustelle arrived—and both made much of boosting De Gaulle.

Algiers suddenly became the effective capital of France. The well-worn slogan "Algeria is France" had more meaning reversed. And Soustelle became the political ramrod of a rebellion.

Soustelle's sharpest weapons, the magic name of De Gaulle and the cross of Lorraine, did more than rally the army and Algeria's Europeans. They stirred some Moslems to a burst of fraternal enthusiasm for De

Gaulle and signaled the revival of an old, abandoned Algerian policy: integration. Soustelle spoke grandly of "the Algerian miracle." It was less certain how far integration could go in fact—or even more, whether "integration" meant the same thing to Soustelle as it did to Moslem Algerians who were sick and tired of the French war with the F.L.N. rebels but also hungry for equality. And would it impress the rebels?

I put some of these questions to Soustelle, whom I found exhausted by his whirl of tireless organizing and delicate political maneuver. We spoke in English.

Details of integration have yet to be worked out, said Soustelle. "We will have to find a way. The crux of the matter is that the Algerian Moslems want integration, not independence or any other formula. The events of the last two weeks have been a plebiscite."

As for money to raise salary and social security levels to metropolitan France's standards, Soustelle pointed to the oil of the Sahara and said, "Anyway it will cost less than a war." Then quickly he added, "I don't mean to say you wave a wand and everything will be all right. This is a historical movement; things take time."

Soustelle was playing a risky game. He was putting his full weight behind the insurrectional Committee of Public Safety aimed at forcing De Gaulle's recall to power.

I asked him, "Where are you if De Gaulle does not make it?" He looked at me in silence for a moment, then said firmly, "He will."

"But if he does not make it?" I insisted. "You are taking an awfully big gamble." Soustelle shrugged and spoke in French: "C'est la vie."



APPEAL TO PATRIOTS takes Soustelle to flame at Algiers war memorial.



JUNKET BY HELICOPTER carries fast-moving Soustelle around Algiers. Behind him in the helicopter are French Generals Jean Allard and Massu.



APPEAL TO MOSLEMS by Allard asserts, "Everybody is French now."



Two Experts Tell You What

A NOTED COLUMNIST SAYS IT IS A GOOD TIME TO BUY

by SYLVIA PORTER

Author of a syndicated daily financial column carried by the New York Post and 217 other newspapers across the U.S., and a veteran of Wall Street, Sylvia Porter is distinguished for her remarkable ability to explain complex economic facts and trends in relation to the household budget.

BEFORE you can reach intelligent decisions on what actions you should take for your own "bread-and-butter" benefit this year, you must have some convictions about what's going to happen to our economy in coming years. In this, the 10th month of our deepest business recession since the '30s, I do have several firm convictions about the future:

- ▶ There never again will be a depression in our country comparable to the catastrophe of 1929-33.
- ▶ Although the 1957-58 recession well may drag along for some time before recovery firmly takes hold, this setback will shape up in history as only a temporary interruption in the long-term uptrend of our nation.
- ▶ In the '60s we will swing into the greatest business boom of modern times, a boom propelled by an exploding population's vast needs for everything from hairpins to houses and by a dazzling variety of new products being created this minute in industry's research laboratories.
- ▶ The long-term trend of prices is upward and a price rise averaging out to 2% to 3% a year will be considered "mild."
- ▶ The long-term trend of the dollar's value is downward, and even a mild annual price rise of 2% a year will mean that the dollar which buys 100¢ of goods and services today will buy only 82¢ of goods and services 10 years from today, only 67¢ 20 years from today.

It is against the background of these beliefs that I suggest this third recession period since World War II is a good time for you to:

Borrow money. I put this one first because there is absolutely no doubt that this is the borrower's era. Since the Federal Reserve Board abandoned its tight money policy in mid-November 1957, sensational changes have occurred in the level of borrowing rates and in America's money markets—all in favor of the borrower of cash. After reaching the highest marks in more than a quarter-century last fall, interest rates have gone into one of the most rapid slides on record. After a painfully prolonged cycle of money scarcity, ample funds are once again available.

Thus, if you—a businessman, home builder, home buyer, individual consumer—expect to need or want money for important projects in this period, don't miss your opportunity.

Buy or build a home. Because the postwar scarcity in housing is over, you can get the greatest selection in years in houses, and you can wangle concessions on new as well as old houses. And because easy money has returned, you can finance your purchase on advantageous terms.

The purchase of a home is one of the most vital financial operations of your life. It is not an in-and-out speculation. Therefore, the possibility that you might get a slightly better deal if you wait should not influence you. The chance of a wide-open break in home-building costs is minute. Rather, the wage-cost rigidities we have built into our economic structure in the past few decades make it much more likely that home-building costs will climb over the years as the general price level rises.

Bargain-hunt for the major things you need—autos, appliances, house furnishings and the like. As you are fully aware, the 1957-58 recession has been primarily in the durable goods industries, and the slump has forced some impressive bargains in many of these goods. I have checked the auto promotions, appliance sales campaigns and retail store clearances across the country, and they are the real thing, not phonies. If you shop wisely, you can get some spectacular price concessions on lots of products your family surely needs. If you are waiting for and looking for much bigger price cuts in durable goods, you are, in effect, waiting for and looking for a chaotic depression—and this is not going to happen.

Set up a systematic savings-investment program and vow to stick with it for an indefinite period of time. In the past 17 years the U.S. dollar has declined to less than half its 1940 purchasing power. Throughout recorded history there has never been an instance in which the purchasing power of the currency of any country has risen over a long period.

Nevertheless, I strongly believe that every family should have a basic nest egg in dollars in the bank, in life insurance and in U.S. Savings Bonds before even considering buying stocks or other investments. You



MISS PORTER'S OFFICE BUILDING OVERLOOKS WALL STREET (BACKGROUND)

need the protection of a reserve fund—equal, say, to six months' income—to help you through an unexpected financial emergency.

After you have built your basic nest egg, the purchase of stocks on a regular, systematic plan makes complete sense. Whether stock prices on the average are high or low today does not matter to the family investing regularly and systematically for the long term. What does matter is that stocks of sound, established companies in industries which will grow with the nation will rise as the price level rises and the dollar's value falls.

Buy farm land around large cities. If you have the financial resources and the know-how to invest in land near large cities, the trend is with you. Although rural land values have risen 20% just in the past four years, the end of the move from the cities is not in sight. Interruptions in the rise will be just that: temporary wiggles in a long upswing.

A word to businessmen

THROUGHOUT this brief analysis I have been addressing you as an individual consumer. But if I were writing to you also as a businessman, I would urge you to do your utmost during this recession to make your operations as efficient as possible. You will have to spend money today to save money tomorrow, but if you are to come out on top during this interval between booms, control of your costs is imperative. Or if I were writing to you as a young man or woman planning a career I would urge you to concentrate on the industries where the opportunities surely will be great in the next boom: electronics, chemicals, labor-saving equipment, office machines, oil, light metals, etc. Or if I were writing to you as a parent of young children, I would urge you to create a fund now—through insurance and stocks—for your children's future education.

America's shining economy is a bit tarnished now—and unnecessarily so—but it's a tarnish that we will wipe out. Then the only limit to our new shining economic era will lie in our imaginations—and our imaginations are limitless.

NEXT WEEK: FURTHER COUNSEL FROM

to Do about the Recession

BUSINESS NEEDS TO HELP ITSELF, SAYS HEAD OF G.E.

by RALPH J. CORDINER

Ralph Cordiner, elected president of the General Electric Co. in 1950, directed a sweeping reorganization of his company, which was completed before he became chairman of the board last April. His company is among the first to put into effect a comprehensive plan to check the recession.

IN economics, as in medicine, the prescription for recovery depends upon the diagnosis of the illness. By way of perspective, let us remember that in a country as prosperous as ours, where so many items satisfy other than basic needs and so many purchases are deferrable, we shall always have economic ups and downs. We are not now in a general recession. We are in a limited recession, confined very largely to the durable goods field. Many sectors of the economy have been only mildly affected. Some are actually expanding.

Unemployment, at about the five million mark, is a serious situation in itself. But not enough people yet recognize that about half of the total is "bedrock unemployment"—the unemployment that exists even when the economy is running at boom capacity, because there are always some people who are changing jobs, being temporarily laid off because of seasonal adjustments, or not accepting the jobs that are available.

Despite unemployment, the nation's purchasing power remains near record levels. People are paying off their instalment debts faster than they are acquiring new commitments. Consumers are adding to their savings at one of the highest rates in history.

Without reciting the long list of factors that occasioned the recent decline in business—and I think it began with the effects of the wage-cost-price inflation—here is the most important fact to keep in mind in considering corrective action: about 63 million people are still at work and still have money, but they have not been buying in the volume required to sustain or expand former levels of employment.

In these circumstances, what must be done to bring about the resurgence of business and employment that everyone wants?

One thing is sure: we cannot achieve a swift and steady recovery by sitting back and relying on government stimulants, deficit spending, meaningless tax cuts, deliberate inflation or any other economic sleight of hand. Government does not spend its own money but the taxpayer's money. A so-called tax cut without a corresponding cut in government spending is not a tax cut at all. It simply shifts the tax from visible collection to the invisible tax of inflation.

I am not saying that the federal, state and local governments do not have important functions to perform. Governments can accelerate those defense and public works programs that are already authorized and that are truly needed. In the field of taxation tax reform rather than a temporary tax cut is needed. Sound tax reform should embrace a gradual reduction of excessive tax rates for individuals and business and a review of excise taxes and depreciation practices. This would be the strongest single measure the government could take to encourage the formation of new enterprises, feed the growth of small businesses and stimulate the economy.

The government must provide the political climate in which the economy can work its way out of the recession; but government action alone cannot be expected to pull us back to full prosperity. I am convinced that what happens to the economy in the remainder of this year will be determined largely by what business does to help its customers and itself. This is a country with a tradition of strong individual action. If the recession is not to feed upon itself, we must each of us keep that intangible, yet vital, element—confidence.

Business can help sustain this confidence by carrying forward its long-term construction and improvement programs. For example, our company's three-year \$500 million program of capital expenditures which was announced in 1955 is proceeding on schedule despite the recession, and the 1958 portion of the program is expected to amount to \$135 million. Business must also concentrate on selling and serving the customer as never before.

I am not speaking only of sales campaigns and promotional activities, although they will be important parts in the whole picture. Nor do I mean a transparent attempt to persuade people to buy



CORDINER PRESIDES OVER VAST G. E. DOMAIN FROM HIS NEW YORK OFFICE

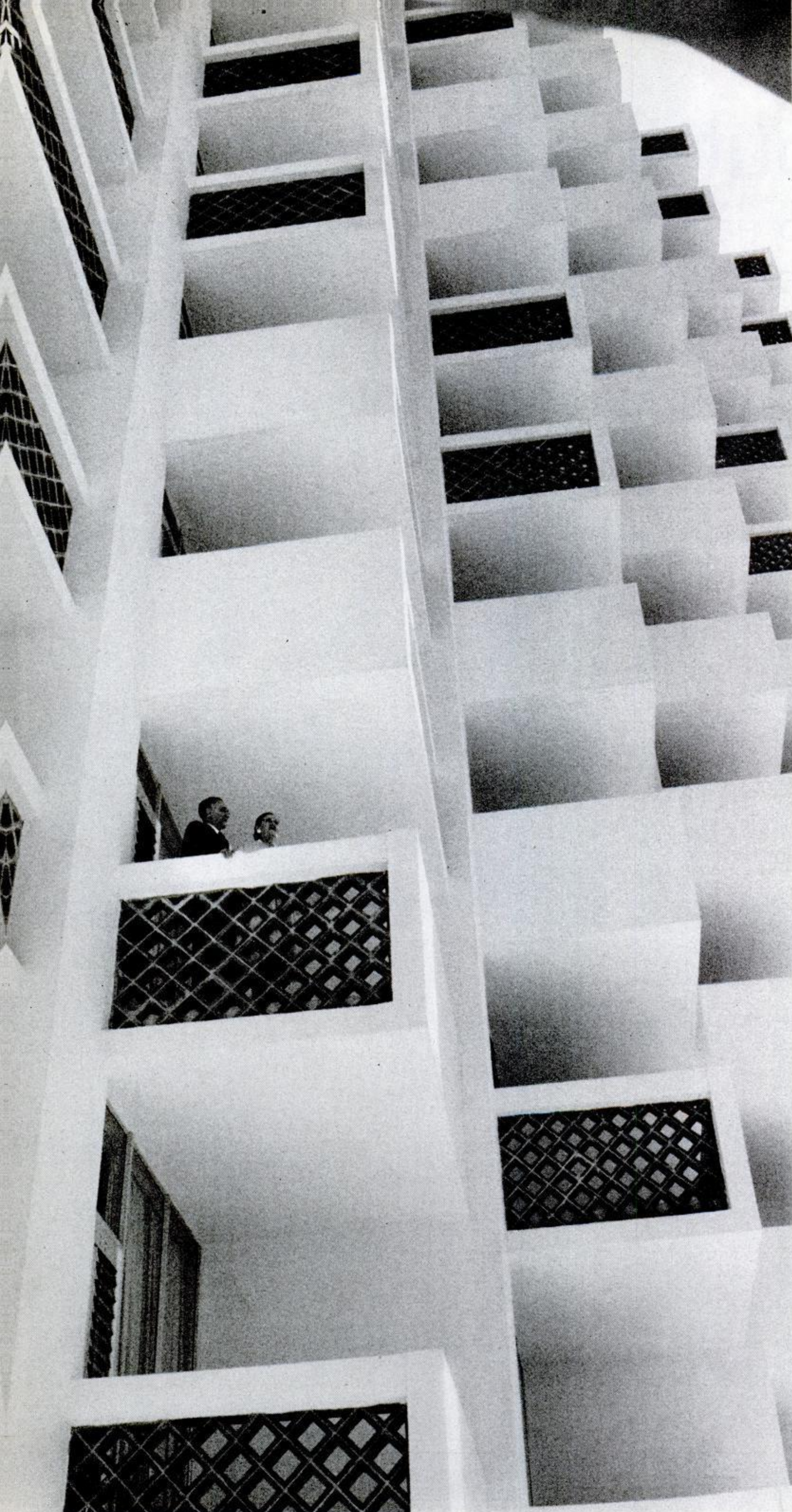
things they do not want simply because it is supposed to be the "patriotic" thing to do. I am proposing a total effort to give customers the best values, the best service and the best reasons to buy now.

General Electric has already started a program of aggressive action in every department and every function. Called "Operation Upturn," its purpose is to build sales and jobs in 1958, not only for our company but also for every company associated with us as a supplier, dealer, agent, contractor or community neighbor. Operation Upturn will be carried out by the company's individual departments. It will be directed from more than 100 decentralized points, each department applying its efforts to its own market and location.

A program for everyone

THIS is a program to which every function will contribute: marketing, by promoting and selling more effectively, anticipating customers' wants more accurately and providing improved product service; engineering, by eliminating product weaknesses and speeding up innovation; manufacturing, by improving quality and delivery schedules. In addition, the company is offering credit terms that recognize the problems of the times. An "Unemployment Protection Plan" helps customers through periods of unemployment due to sickness or layoff. A "Skip Payment Plan" encourages customers to buy now by deferring the first monthly instalment.

This recession is really a test of our form of society. Our decisions—to buy, to invest, to work more purposefully—will determine the speed of the economic recovery. They will also decide whether Russia will, as Khrushchev has boasted, surpass us in the coming years. It is my opinion that the American people will soon begin to undergo a period of growth that will leave both the recession and the Russians far behind. This is what the American people want. And we always work hard for what we want. That is all this country needs.



BALCONY SCENE is taken in by Kansas' Democratic Governor George Docking and his wife outside

room at the Americana Hotel. Balconies and their railings give hotel the look of a giant honeycomb.



NEW YORK'S AVERELL HARRIMAN AND HIS WIFE

GAY GATHERING OF GOVERNORS

They meet in Florida to work,
play, and talk politics (mostly)

Amid the sybaritic splendors of a new hotel outside Miami Beach, the governors of 44 states and three U.S. territories gathered last week. As they do at these annual conferences, they discussed common problems, drafted resolutions advising the President on policy matters (don't weaken the National Guard) and enjoyed a respite from state house cares.

This year's respite was the rousingest ever. Wives and children were along in great numbers to splash in the pools, go to parties, take helicopter rides and fishing trips.

There was serious business and a moment of real danger (*next page*) but plenty of time for the session's liveliest topic: 1960 politics. The Democrats had their eye on New Jersey's Robert Meyner as a possible presidential candidate and the host, LeRoy Collins of Florida, as a possible vice president. The Republicans, conceding the big nomination to Nixon, thought they saw vice presidential material in William Stratton of Illinois and Theodore McKeldin of Maryland. George Docking of Kansas happily summed up everything: "We didn't accomplish anything, but we had a real nice time."



MARIE ENJOY A CONJUGAL SPLASH IN THE POOL

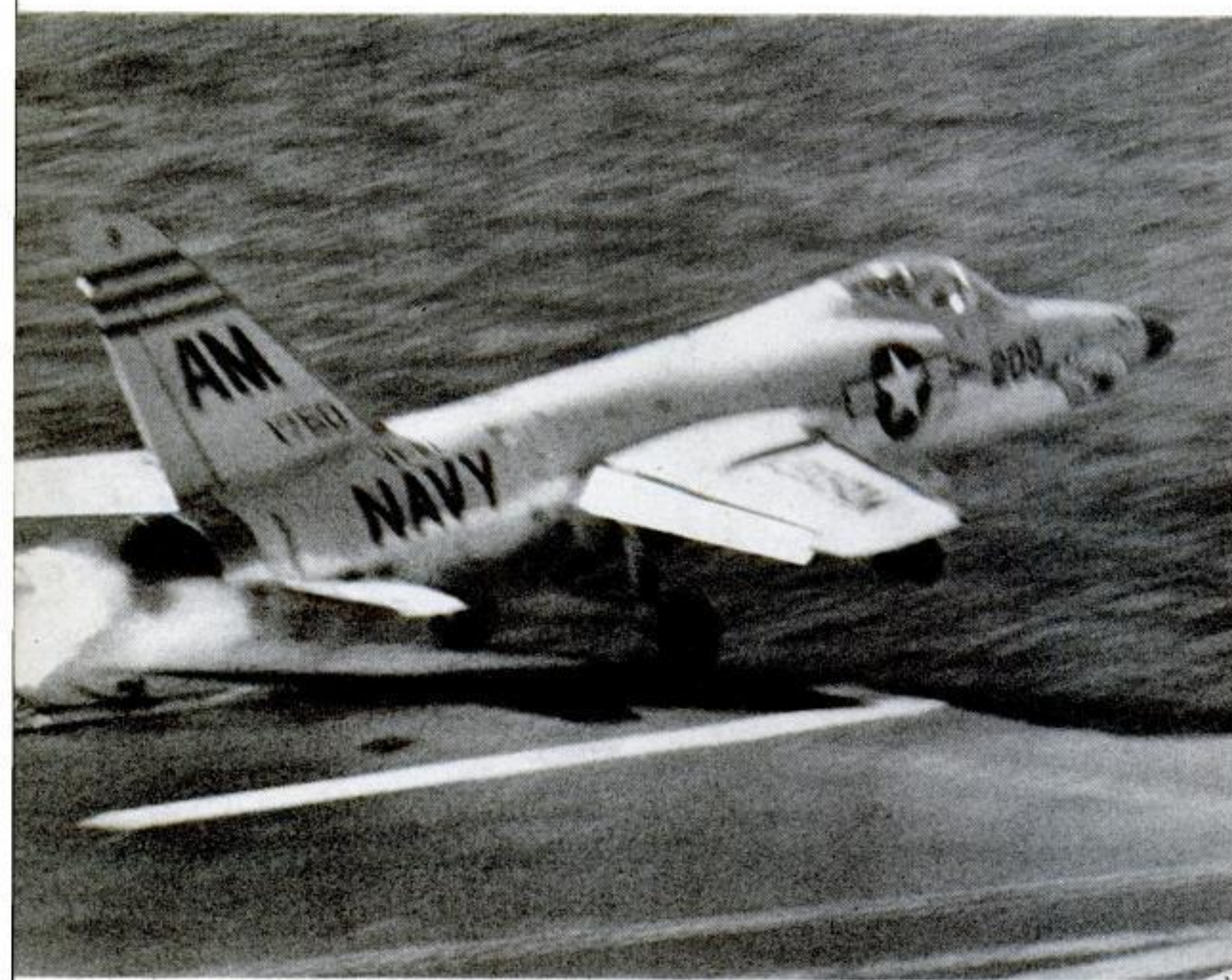


MIRTHFUL IMMERSION finds Kentucky's A. B. ("Happy") Chandler making own tides in Atlantic.



TRIO OF HOSTESSES, Mrs. LeRoy Collins, wife of Florida's governor, and daughters Jane, 19, and

Mary Call, 16, descend handsome stairway to Americana's lobby. Third daughter, Darby, 8, was in bed.



FIERY TAKE-OFF, watched by the governors aboard the *Forrestal*, sent F11F jet fighter from carrier deck trailing plume of fire. Plane plummeted into water.



RESCUED PILOT, West Virginian Lane Hubbard (*second from right*), waits as his state's governor, Cecil Underwood (*bareheaded, center*), comes to greet him.



SECRETARY ON DEFENSIVE, Defense Department's Neil McElroy tries to persuade governors to agree to minor reductions in size of the National Guard.

TAX CUT TALK, TIME FOR LADIES

On the governors' agenda were two businesslike excursions, one to see the missilemen work at Cape Canaveral, the other to the carrier *Forrestal*. Here the guests came face up to near-tragedy. A jet fighter took off in a cone of fire, evidently caused by a leaky fuel line, and plunged into the sea before the watching governors. The pilot parachuted and the governors saw a suspenseful rescue operation.

The conference's other moments of drama also had a military flavor. To the podium came Defense Secretary Neil McElroy and Army Chief of Staff Maxwell Taylor to talk about U.S. strength. They quickly caught an outburst of anger from the governors over the Administration's decision to cut the number of National Guard divisions from 27 to 21 and total Guard strength from 400,000 to 360,000. The governors, for whom the Guard is a symbol of state's rights—and a source of political plums—were only slightly mollified when Taylor said that the cuts are being reviewed.

There was plenty of talk about recession. Governors of both parties, surprisingly, agreed almost to a man that an immediate tax cut would be foolish. There was agreement on another fact—that no governors' conference had ever brought together such a handsome collection of first ladies.



KEY FIGURE, New Jersey's Meyner, chats with Blair of Missouri, Harriman of New York at party.



HANDSOME HELPMATE, Helen Meyner holds forth at state dinner on conference's second night.





← **PRETTIEST FIRST LADY**, Lucille Clement, wife of Tennessee's governor, models a parasol and dress on Dave Garroway's *Today* show telecast from hotel.

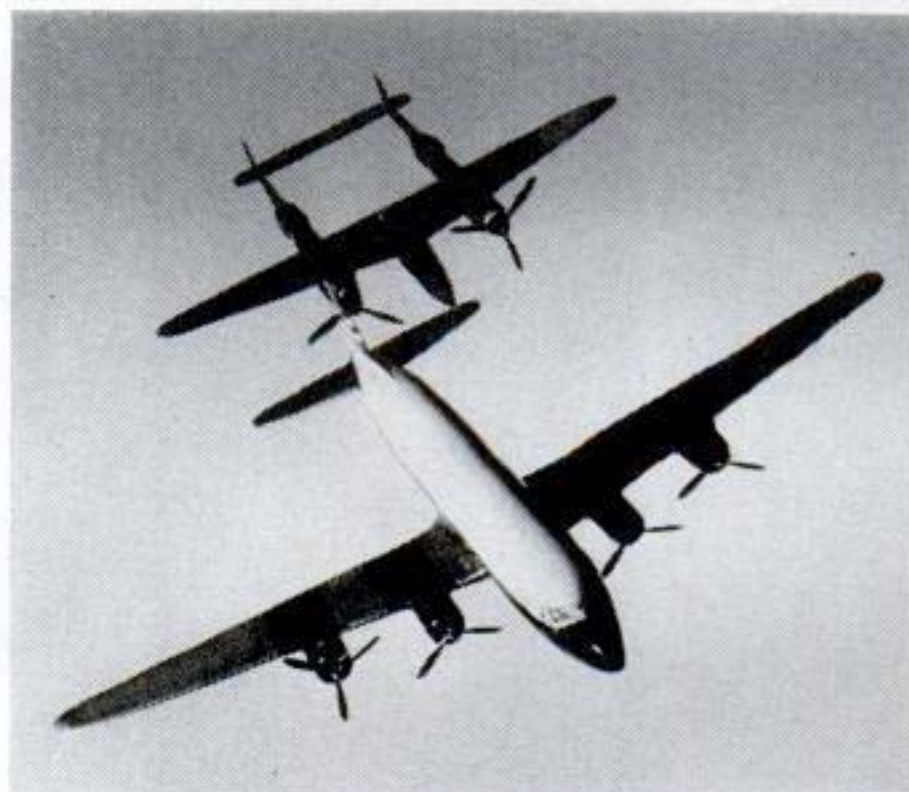
READING A PALM, a hobby with her, Mrs. Clement tells her findings to Mrs. Harriman. At right is Mrs. Handley, wife of Governor Harold Handley of Indiana.

CRISIS IN SKY: CONGESTED AIR AND COLLISION

Model planes and map illustrate
how accidents in mid-air happen

From pilots to passengers, the U.S. was angered and alarmed last week over a grave and growing menace to air travel—military and civilian collisions. At 8,500 feet over Maryland a military jet trainer hit a Capital Airlines passenger plane, killing all 11 in the passenger plane and one man aboard the jet. It was the fifth such accident involving a military plane in the past nine years. In them 168 people have died—plus another 128 killed when two passenger planes collided in 1956 over the Grand Canyon.

The way the accident happened is shown above right in a re-enactment done with model aircraft—used also to re-enact the other collisions between military and passenger planes. Like the others, last week's disaster took place in a clear sky and in good visibility. The basic cause is shown in the map below right: the incredibly crowded state of the U.S. air, plus the



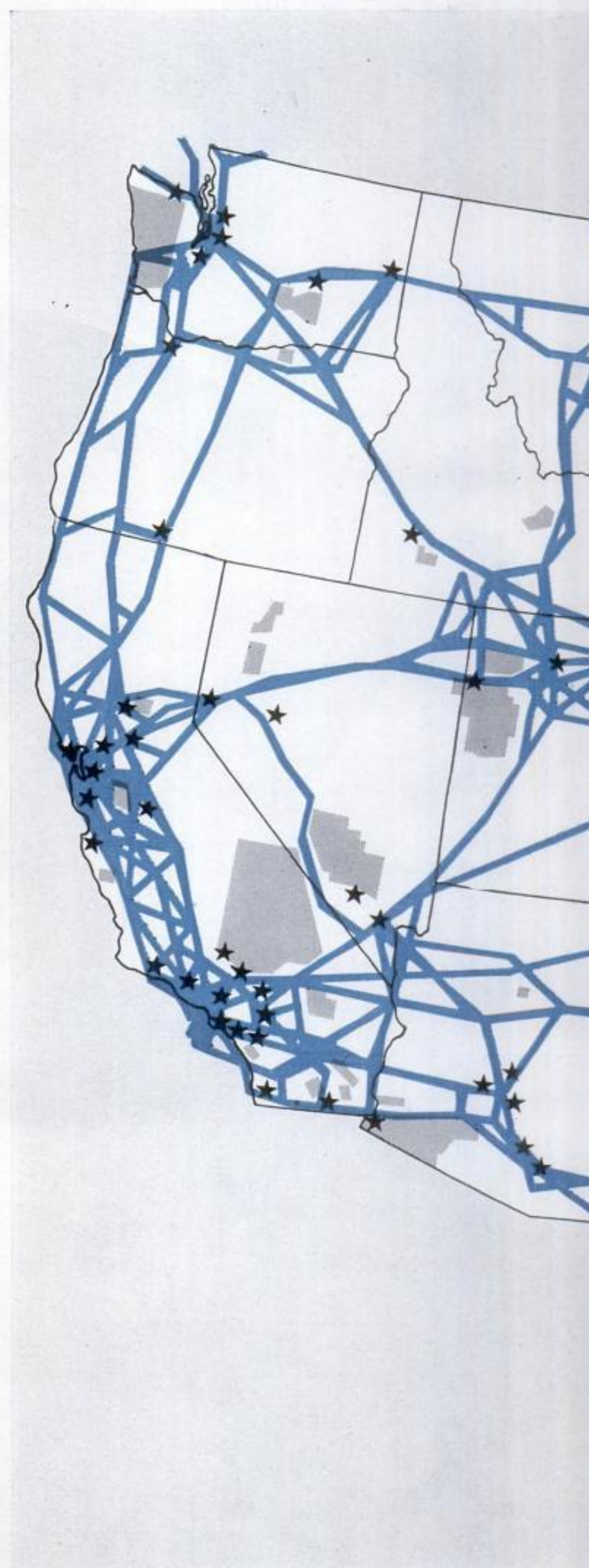
55 DIED on Nov. 1, 1949 when a Bolivian air force P-38 fighter rammed into the rear of an Eastern Airlines DC-4 over Washington, D.C. The tower operator had cleared both to land simultaneously.



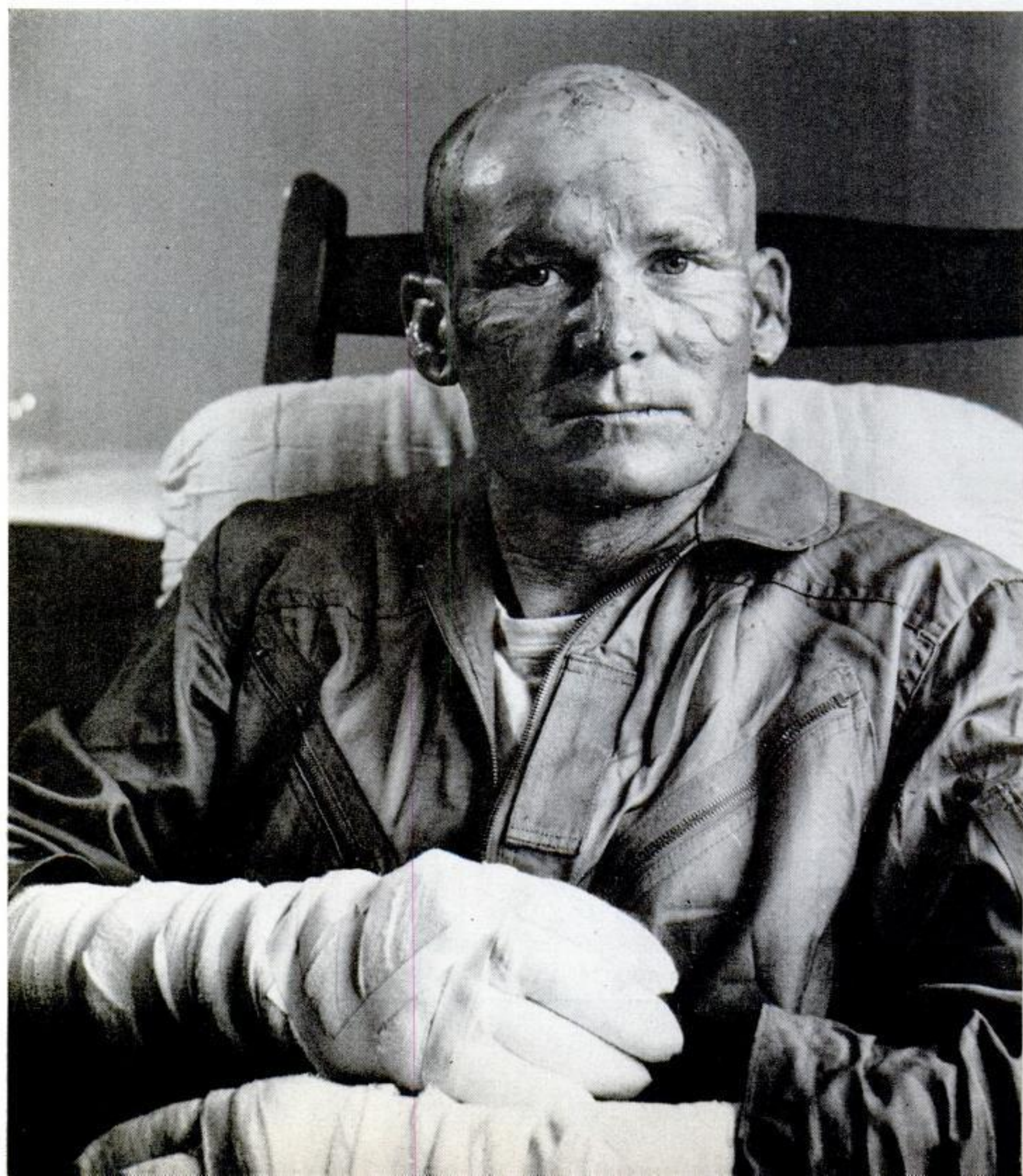
5 DIED on Jan. 31, 1957 when a U.S. Air Force F-89 hit wing of a Douglas Aircraft Co. DC-7. Three people on ground were also killed and 70 injured when the wreckage fell into schoolyard near Los Angeles.

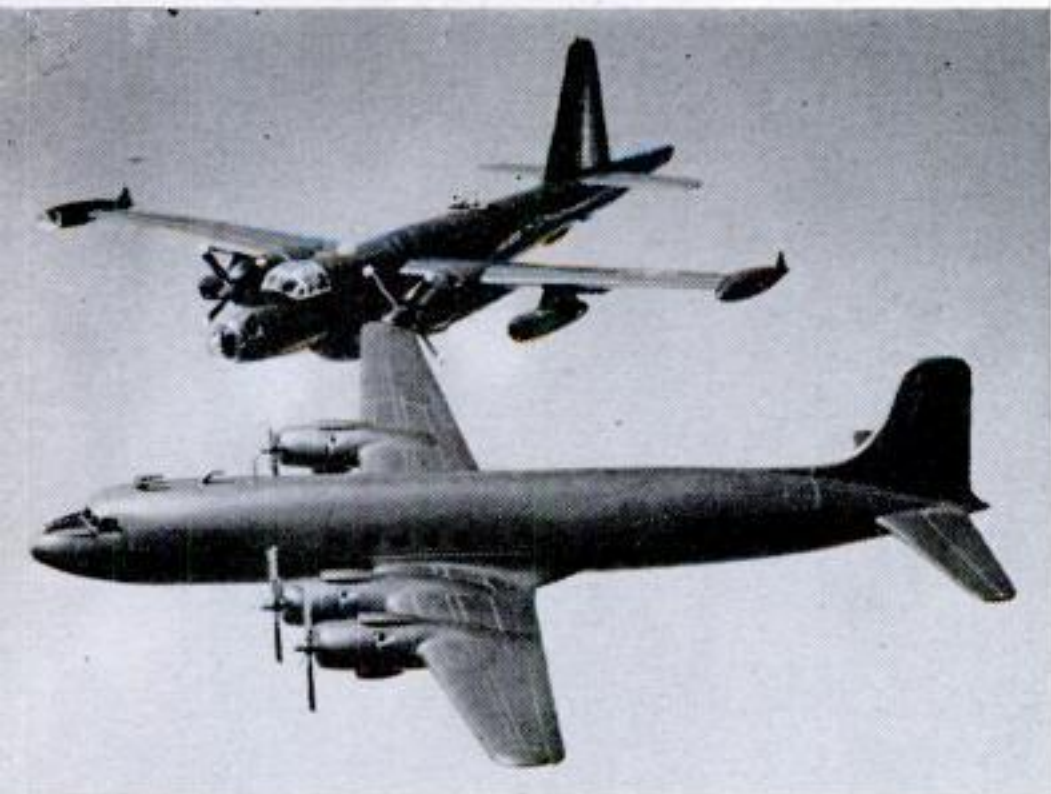
lack of a rigidly enforced traffic control system to prevent military planes from barging in and out of lanes used by the scheduled commercial airliners. Trusting their eyes instead of the control system in good weather, the pilots also seem to be guilty of a frightening degree of carelessness. The one man who survived last week's crash, T-33 Pilot Julius McCoy, said, "I never saw the other ship."

Stunned by the tragedy, President Eisenhower ordered immediate action to reduce the hazards of flying. The Civil Aeronautics Administration said it would reroute some airline flights and fence off the military from congested lanes wherever possible. Both the U.S. Senate and House began investigations of the air traffic control problem. "The wild blue yonder," exclaimed Oklahoma's Senator Mike Monroney, "is getting wilder all the time."



← **SOLE SURVIVOR** of last week's crash was the T-33 pilot Captain Julius McCoy, who parachuted out. →





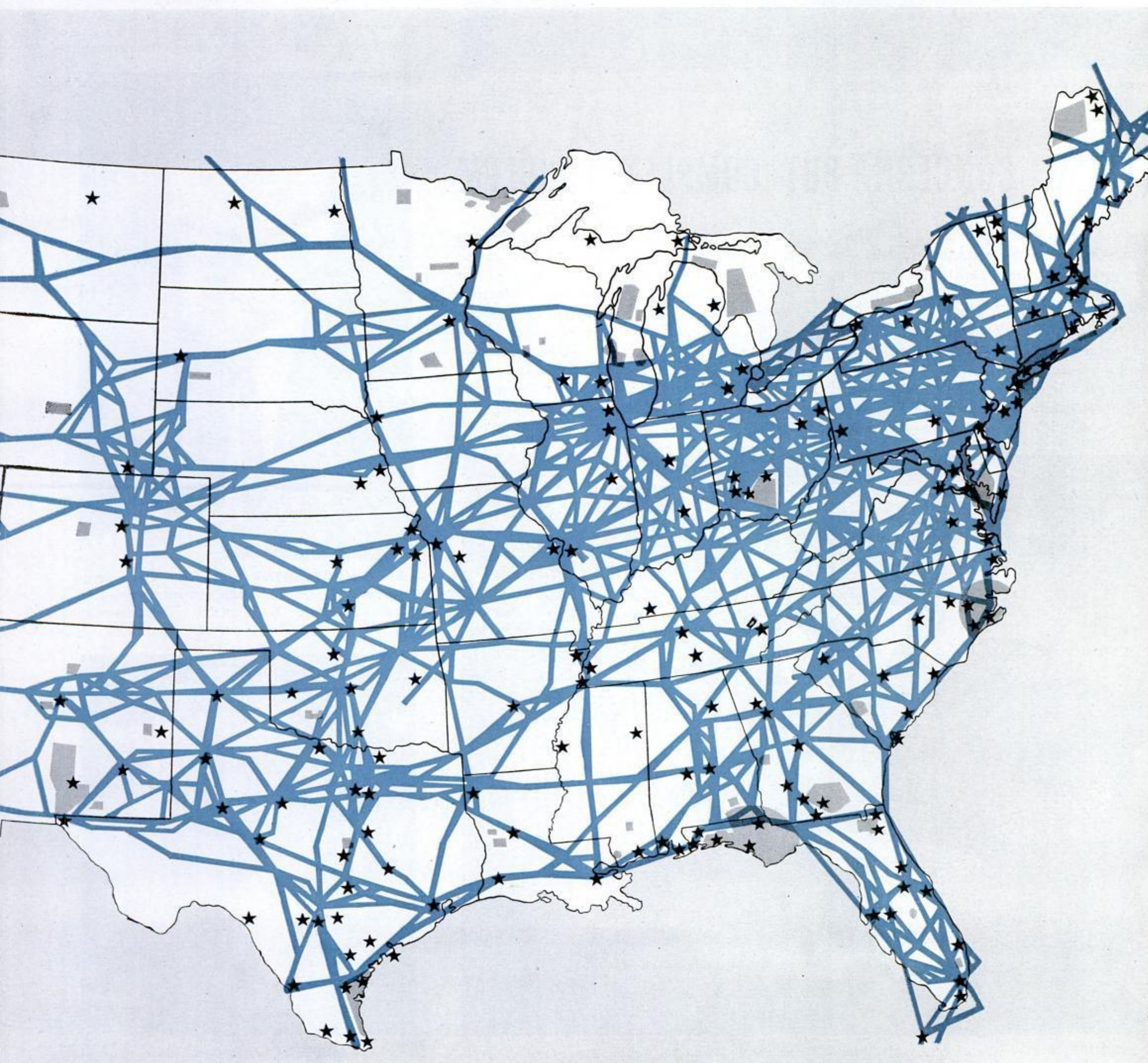
47 DIED and two survived on Feb. 1, 1958 when Air Force transport and Navy P-2V patrol plane collided near Los Angeles. Crash took place only minutes after planes had taken off from different fields.



49 DIED on April 21 this year when a U.S. Air Force F-100 jet interceptor hit the wing of a United Airlines DC-7 at 21,000 feet near Las Vegas, Nev. The collision occurred within a commercial air lane.



12 DIED last week over Maryland when Air National Guard T-33 banked to the right and sliced its right wing into fuselage of turboprop Viscount which was letting down for a scheduled landing at Baltimore.



JAMMED AIRSPACE over U.S. is shown on map by blue lines representing civilian air routes. Stars

mark military bases whose planes have been flying through civil lanes without reporting presence to

civilian traffic control. The shaded areas are defense zones over which all flight is restricted or prohibited.



ROUTE CONTROL CENTER at New York's Idlewild Airport is similar to centers throughout U.S.

Here CAA controllers (*left*) track flights, beyond 50-mile distance from center, to keep them separated.

OFFICIAL CONCERN, BUT COMPLEX PROBLEM

As congressional hearings began, it was clear that the solution to the air traffic problem will not be easy. Requiring all military and civilian pilots to fly under the same control system will mean adding 33,000 flights daily to the 17,000 flights the system can now handle. But even if the money and equipment for such a mammoth control job were available, the CAA estimates it will require two years just to train enough skilled operators to man the complex system.

Meanwhile congressmen were horrified to hear that there were 2,833 near misses in the air last year—instances where planes almost hit each other. The problem will be further complicated later with the advent of commercial jet airliners. Their increased speed, from a present average of 300 mph to 600, will create the same kind of traffic problem in the crowded sky that would result if speed limits were suddenly lifted from the streets of a crowded city.



RADARSCOPE, covered with markers representing planes entering and leaving the congested terminal area, allows controllers to guide plane's progress through a 50-mile stretch of route. Closed-circuit

TV screen behind them shows scope to other operators in room who control plane's passage through adjacent areas. Earphones worn by operators link them by radio to the aircraft under their control.

Crisis in Sky CONTINUED



PRESIDENTIAL ADVISOR, retired Air Force General Elwood Quesada uses hands to describe crisis to Senate. Later he announced that military jets would make greater use of traffic control system.



CAA ADMINISTRATOR James Pyle, whose agency operates government traffic control system, tells Senate committee, "We'll get this under control as fast as we can. We'll beat our brains out to do it."



SHAKEN PILOT Jesse Bradford, whose Capitol Viscount came within one second of colliding with Air Force bomber one day after last week's crash, testified: "I don't think that pilot saw me yet."

NEW! Swanson Coconut Custard Pie

with the most delicate flavor ever frozen



QUICK FROZEN
BY SWANSON

**Now individual-size Swanson Pies in 5 flavors:
Everyone gets his favorite, without extra work by you.**

At last, a creamy, dreamy custard pie that comes out perfect every time. Smooth and subtly spiced as only a good cook knows how. Laced with the crispiest of rich coconut. With that famous, flaky Swanson crust that bakes up so

light and dry. Remember, it's just one of a family of 5 delicious Swanson individual 5-oz. pies, packed 2 to a package. Try them all—spicy apple, plump peach, sweet blueberry, juicy cherry, and luscious new coconut custard—soon.

A PRODUCT OF *Campbell* SOUP COMPANY



SPICY APPLE



SWEET BLUEBERRY



PLUMP PEACH



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Frozen Pies

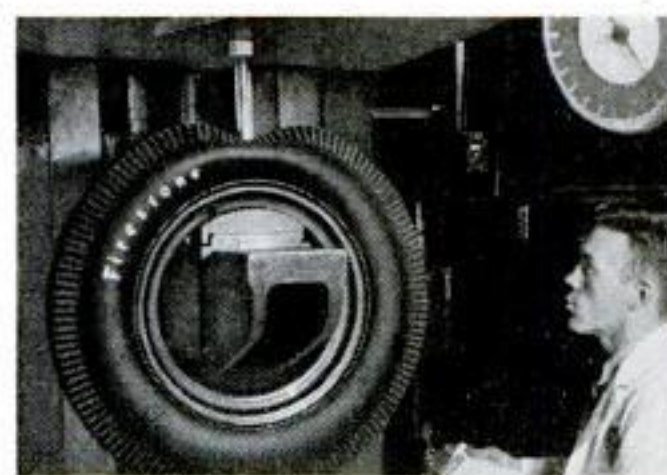


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NEW
FIRESTONE
RUBBER
THE LONGEST
WEARING RUBBER
EVER USED
IN TIRES!



What is Firestone Rubber-X*?

It's a dramatic Firestone development in the evolution of tire rubber. It's the longest wearing material used in tires—and it's built into a road-gripping design that increases your driving safety. Months of testing proved its superiority. Check the surprising evidence, below, and you'll get an idea of the great new things you can expect of Firestone Rubber-X, in all new Firestone tires today!



LABORATORY TESTS prove new Firestone Rubber-X superiority in resisting damage due to heat, cracking, aging, abrasion.



FLEET TESTS prove record wearing qualities. Commercial trials show longest mileage and lowest tire cost-per-mile in tire history.



SPEEDWAY TESTS prove new safety. Firestone Rubber-X outlasted and outran all tires in competition on famous speedways.



PROVING GROUND tests confirm that Firestone Rubber-X, in combination with famous S/F Nylon, is unsurpassed for tires.

Firestone scientists and engineers took a long step into the future—and developed Firestone Rubber-X!

A radically new kind of tire rubber, it resists abrasion and wear like no other tire material.

It now enables Firestone to bring you the longest wearing tires ever made. But this is not the only good news about Firestone Rubber-X! Due to new and exclusive Firestone tire construction, you get unmatched protection against punctures, blowouts and skidding . . . and Firestone Rubber-X absorbs road shocks with amazing softness. Because this revolutionary tire material resists cracking and aging, tires with Firestone Rubber-X will outlast and outrun all others.

Combined with Firestone's S/F (Safety-Fortified) Nylon, it brings you a totally new type of high-performance tire. Exhaustive tests prove it delivers a safer road-gripping ride at all speeds. It's literally fortified against damage due to heat, impact and puncture.

You'll find tires with new Firestone Rubber-X now on sale at your nearby Firestone Dealer or Store. Buy on convenient terms if you wish, and be sure to specify them when you buy your new 1958 car.

Firestone

BETTER RUBBER FROM START TO FINISH

Enjoy the Voice of Firestone on ABC television every Monday evening.

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“Any time is a good time to eat cereal
...as long as it’s
Post Sugar Crisp”



DICK SARGENT

Morning, noon or night, any time is right for these puffs of wholesome wheat, coated with sugar and honey. For breakfast it's dandy; for snacks it's so handy. The whole family will go for Sugar Crisp. Any time!

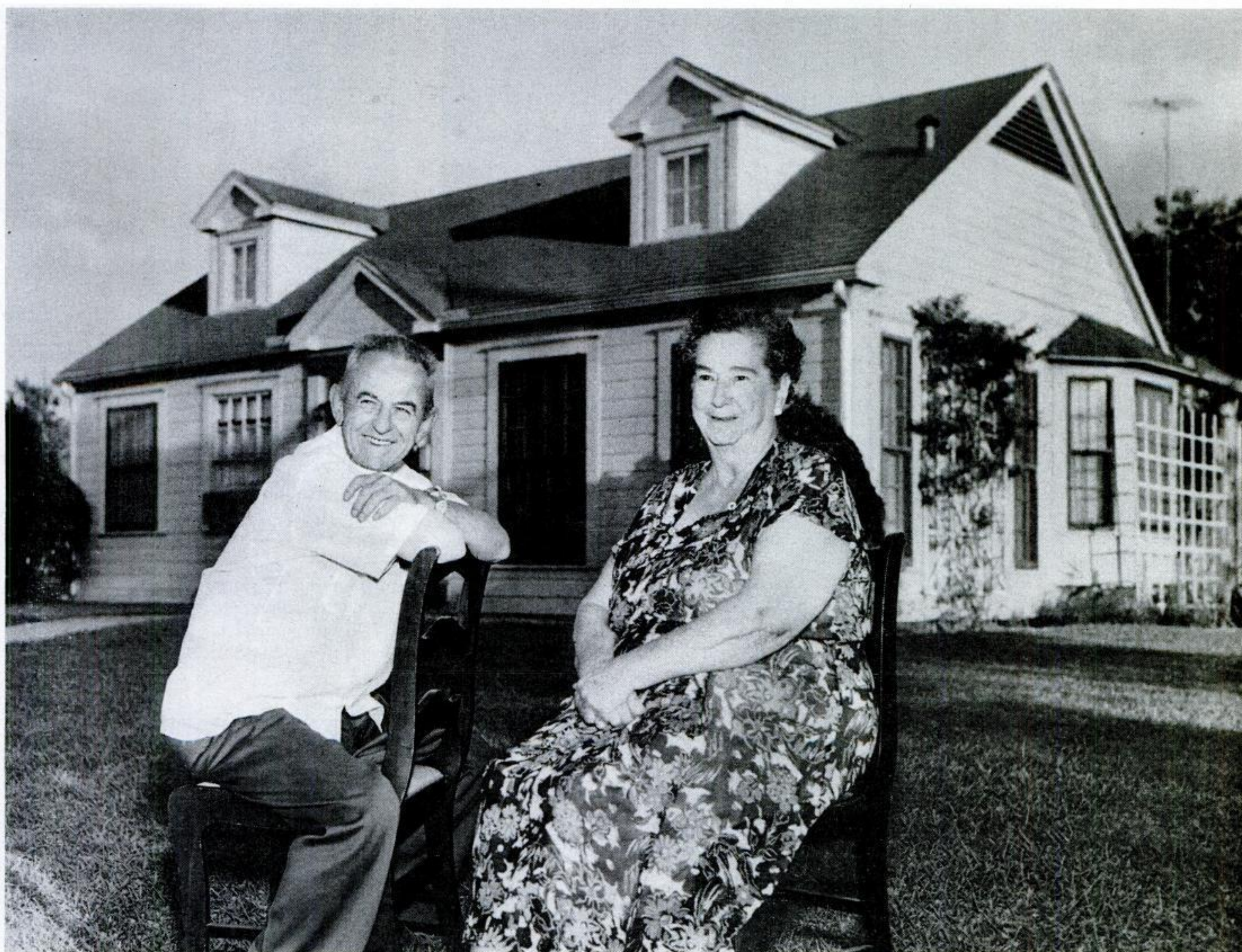


"ALL POST CEREALS HAPPEN TO BE JUST A LITTLE BIT BETTER"



The Breakfast Foods of General Foods

A LOOK AT THE WORLD'S WEEK



STAN MUSIAL'S GRACIOUS GIFT

In Houston Dickie and Cora Kerr got a present. Kerr, oldtime pitching star, was manager at Daytona Beach in 1940 when young Stan Musial injured his arm. Kerr persuaded him not to quit. Now a great and famous player (LIFE, May 26), Stan made a gracious gesture. On Kerr's 65th birthday he gave his friends an 8-room house.

PENNSYLVANIA'S BIG TWISTER

In Pennsylvania, Arthur McGonigle, Reading pretzel manufacturer turned politician, hefted a huge campaign symbol. Then he twisted Harold Stassen's hopes out of all shape by swamping him in the Republicans' gubernatorial primary. But McGonigle would face far stiffer competition in November from Pittsburgh Mayor David Lawrence.

CONTINUED





A MAXIMUM SENTENCE

In Lincoln, Neb., Charlie Starkweather, 19, mass murderer (LIFE, Feb. 10), wore a smirk even after being sentenced to the electric chair. "If I want to make my atonement to God and be electrocuted, that's my business," he said.

570,000-BARREL FIRE

A column of smoke visible for 50 miles billowed above the Hancock refinery in Signal Hill, Calif. after a processing tank caught on fire. Flames engulfed 13 major tanks, killed two men, destroyed 570,000 barrels of petroleum.

SHIPMENT OF MENACING SYRIANS FROM WAR-TORN LEBANON

In Beirut a swarm of Syrians was herded onto a truck and deported as the imperiled pro-Western government of President Camille Chamoun (LIFE, May 26) began a mass expulsion of Syrian nationals. Then, as the

situation in the strife-torn country grew more perilous, Lebanon sent a formal complaint to the U.N. Security Council charging the United Arab Republic with "massive intervention" in Lebanon's internal affairs.





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New comfort! New buoyant firmness! And see why new Beautyrest actually costs least to own.

THE WORLD'S finest mattress has been made finer, firmer—and designed to last longer and cost less than any mattress you can buy.

New power-packed springs are compressed by one-third their height . . . add 12% more buoyant firmness to the
Prices slightly higher in Canada.

unique, all-new Beautyrest.*

In tests at the United States Testing Co., Beautyrest lasted 3 times longer than the next best mattress. So the best actually costs least to own!

Your choice of firmness! The brand new, firmer Beautyrest now meets all normal firmness requirements. There's the Extra-Firm Beautyrest for those who need added support. Each only \$79.50.

Be sure to get a matching boxspring to bring out the best in your Beautyrest.



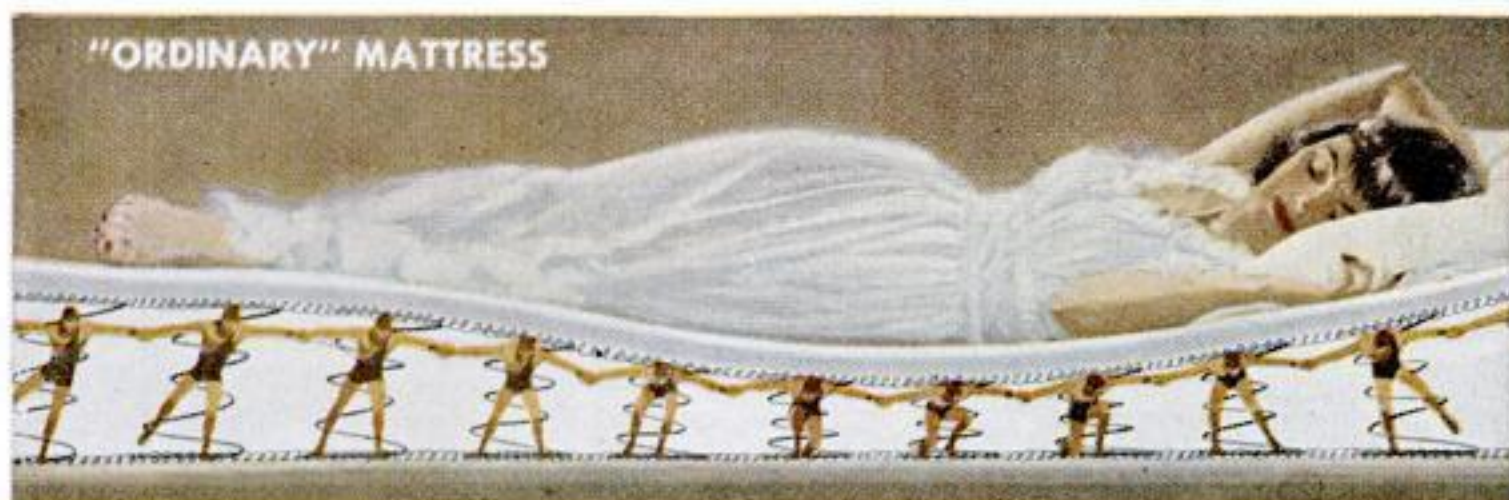
New Beautyrest springs are power-packed by compressing each into separate pockets. Adds 12% more buoyant firmness than ever before.



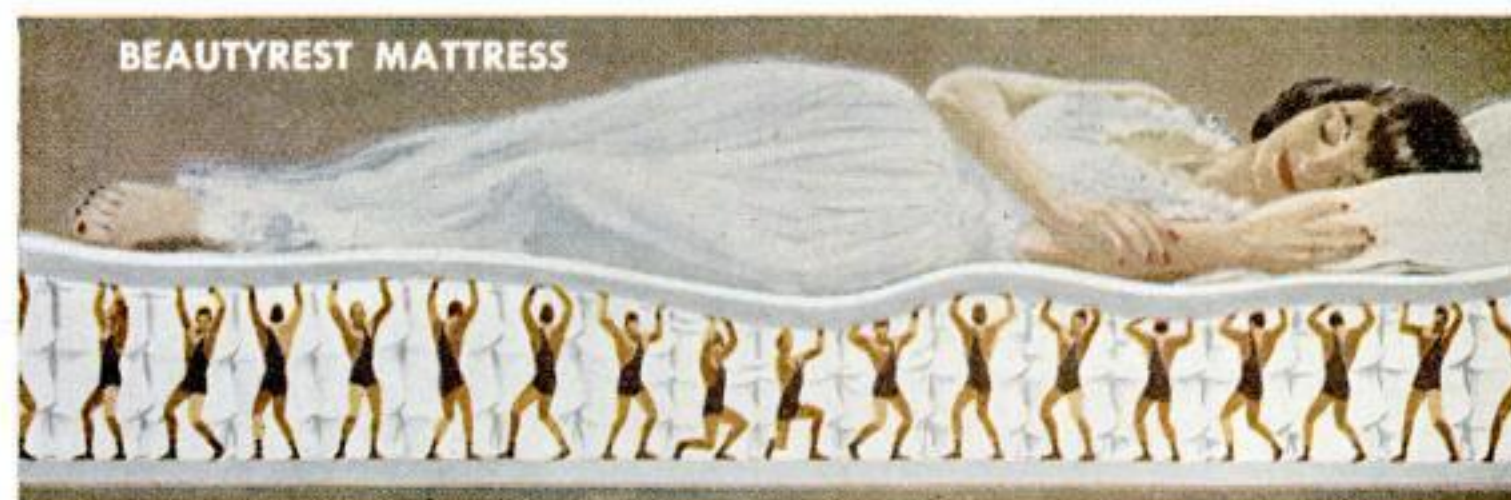
Single-bed comfort in a double bed! Beautyrest alone has separate springs. Heaviest husband cannot disturb his wife's rest.

BEAUTYREST by SIMMONS

Makers of famous Hide-A-Bed® and new Back Care. First mattress with a Built-in Bedboard



An ordinary mattress has about 200-300 springs. Wired together, they sag together. Not free to push up and correctly support the shape of your body. "Sag support" is bad for your back, comfort and rest.



New Beautyrest mattress has over 800 separate springs. Like little "strong men," each spring is power-packed and free to push back and support your whole body with more buoyant, body-fitting firmness.

Name the little "strong men"! Enter Simmons "Win a Mattress-Full-of-Money" \$75,000.00 Contest. See your dealer now!

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AMERICAN THE
TOURISTER
MOST TRAVELED
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EXCLUSIVE WITH AMERICAN TOURISTER

Stainless Steel Flexible Interlocking Closure.*

Dust-proof and moisture-proof for full protection.

**SMARTER
 LIGHTER
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The beautifully contoured (imitated but not duplicated) design,* is synonymous with the most fashionable luggage obtainable anywhere today.

The lightest luggage you've ever carried. Actually pounds lighter than other luggage.

Fiberglass reinforced one-piece molded construction.* Ounce for ounce the strongest luggage. Permanite* coverings resist scratches and scuffs . . . wipe clean with a soapy cloth.

Packs up to 25% more clothes than comparable size luggage.

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Write for name of nearest dealer plus booklet on Travel Hints.

the luggage that defies comparison



'NOTHING STARTLING' MY FOOT!

"Nothing startling," said Secretary of the Army Brucker of Sputnik III, "we've been expecting it for some time." No American should take comfort from this highly misleading remark. Sputnik III is startling. By lifting a satellite weighing nearly a ton and a half the Russians showed us and the world that they have their 5,000-mile ICBM program in working order. Our own successful Jupiter test of last week served only to show that our 1,500-mile IRBM program is making comparable progress—in a different league.

Some U.S. scientists deduce that the Russians may have used fully one million pounds of thrust to get Sputnik III in orbit. This is three times the power any U.S. engines could provide, now or in the near future. Some judge the Russian thrust to be less. But as one specialist says, "In this business you can't afford not to assume the worst." With this one huge satellite Soviet scientists can now perform virtually all experiments scheduled in the present series of U.S. satellites, and others planned beyond it.

Taking the aggregate of all sciences, the Russians remain several steps behind the U.S. Where they *have* outstripped us is in the continuing sense of urgency they give to their massive concentrated programs and in their adaptability. The

Russians have never had any doubt that they were in a race. Meanwhile U.S. scientists, by contrast, are still fighting with Washington budget-watchers for funds merely to extend Vanguard and similar projects beyond the immediate I.G.Y. objectives, to say nothing of more ambitious undertakings.

The week of Sputnik III did bring some action on at least one Washington front. After a brisk three weeks of hearings—which shows incidentally how fast Congress can move when it wants to (*see below*)—Congressman John McCormack's Committee on Astronautics and Space Exploration approved a desperately needed bill to reinforce the President's original suggestion for a long-term civilian space authority with ample powers. This authority, said the committee, should launch a double effort: 1) to catch up with the Russians; 2) "to leapfrog their present position by outstripping them in the race to the exploration of space." On the basis of complex nuclear and ion rocket propulsion schemes now developing, this race will be won or lost within the next five or 10 years.

The bulk of Sputnik III and the instrumentation it carries formally notified us that we are two years behind the Russians. Congress should pass the McCormack bill in a hurry, let the President hire a good administrator and get going.

CONGRESS AND THE NATIONAL AGENDA

With only a few weeks before adjournment, the 85th Congress is trying to fight its way out of some deep and confusing legislative waters. Here is how Congress has progressed with the major items on the national agenda.

Laws passed: Congress has passed some bills with alacrity, mostly so-called "antirecession" measures. Least fought over were the highway speed-up bill and the \$1.95 billion emergency housing bill, although the latter's indiscriminating federal aid provisions risked a presidential veto. The President did veto two highly questionable "antirecession" moves: the price supports freeze ("What the farm economy needs," said Ike, "is a thaw, not a freeze"); and the \$1.6 billion rivers and harbors appropriation (a recession cannot be rolled away with ever fatter pork barrels).

Two pay raises went through without a hitch. The military pay raise was highly justified. The post office increases, larger than the President asked, canceled out half the badly needed revenue gained from the accompanying mail rate increase. One "antirecession" measure is significant for its omission: the Democratic leadership has thus far shared the Treasury's disinclination to cut taxes.

Progress on "musts": The White House put steam behind three essential pieces of legislation: foreign aid, defense modernization and reciprocal trade. On foreign aid Congress has so far acted quickly and well. Let us hope it does as well with the appropriations. The defense modernization has got to the House floor after taking a minor mauling in Representative Vinson's Armed Services Committee. It needs strengthening on the floor, not further mauling.

The reciprocal trade extension is in trouble. It will reach the House floor shortly, but the Senate committee has not begun hearings. We can only repeat our hope (LIFE, May 12) that Congress will disregard the parochial arguments of the protectionists and pass this extension, in the national interest never more urgent.

Up for grabs: Some very important items have had less pressure from White House or public and their fate is dubious. The cause of Alaska's statehood (LIFE, May 5) has at least got as far as a House floor fight, but it is not out of danger. (Predicted Speaker Sam Rayburn, who is finally backing

it himself: "It's a pretty thin razor's edge.") The depressed areas relief bill got through the Senate, but it is stalled in the House.

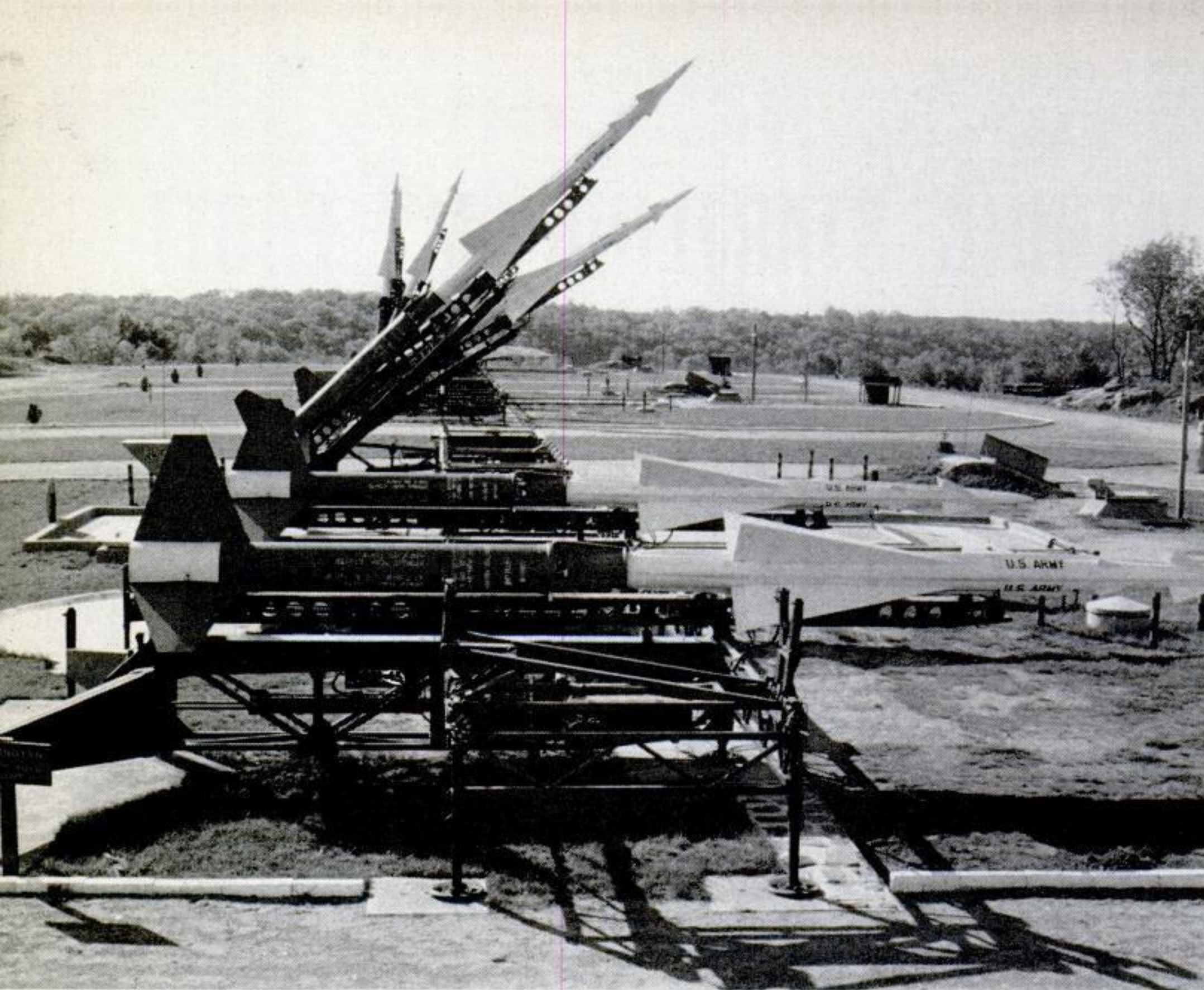
The bill for sharing atomic information, which would at last give Britain, if not our other allies, some of the information already possessed by the Russians, has been pecked at in the Joint Atomic Energy Committee, whose Chet Holifield calls it "an atomic do-it-yourself kit." We hope the committee and Congress will realize its importance and leave its essential character untouched.

The chances of a law to democratize labor unions are small, although the need is obvious (LIFE, May 19). So far the Senate has passed only the modest bill requiring disclosures of union welfare and pension funds. Also shaky are the prospects for a bill to revise the hopelessly outmoded system of railroad rates (LIFE, March 3) with truckers and the Interstate Commerce Commission violently opposed.

Dying of neglect: Education, widely regarded as the country's No. 1 problem, has thus far had little tangible help from Congress. The President's \$1.6 billion scholarship program, and similar congressional proposals, have got some attention. But while U.S. schools are still short 150,000 classrooms, an attempt to revive the President's 1957 \$1.5 billion school building program was killed last week in a House committee. The White House did not speak for it.

By tradition Congress lags a bit in these weeks, before the final sprint to adjournment. This year the lag is particularly apparent, in comparison to the sense of urgency of the post-Sputnik period. The cause of the lag lies in the nature of the 85th Congress itself. It is the scene of relatively little partisan warfare but a great deal of cloakroom factioning across party lines. The result is a more than ordinary willingness to nigger, to barter, to compromise. This tendency is fostered by the White House's disinclination to get out and push behind any but a few major pieces of legislation.

This congressional lag doesn't have to be permanent, and it shouldn't be. There is too much important work still ahead. Congress will do well to repeat its fast action on a few crucial items like foreign aid and space (*see above*) and get the rest of our national agenda out of the committees and onto the floor.



A FATAL FIRST FOR THE NIKES

Clustered on the fringe of many U.S. cities are nests (*left*) of deadly birds, Nike Ajax missiles, electronically guided and capable of seeking out and destroying enemy aircraft at altitudes to 60,000 feet. Last week at a New Jersey Nike site, as technicians installed new arming mechanisms in the missiles, something went disastrously wrong. Eight missiles, the equivalent of about four tons of TNT, exploded and burned with a fearful roar.

Apparently one Nike blew up and its blast detonated all the rest. The concussion turned launching rails into twisted wreckage (*below*) and scattered debris over an area three miles wide. Ten men were killed, two others were seriously hurt. It was the first fatal Nike accident. The Army gave assurances it would not happen again, but it also halted further modifications to the missiles until it could find out just how and why the tragedy had happened.

NIKES IN PLACE looked like this at the New Jersey base in days before blast. Missiles shown here, at

similar site near White Plains, N.Y., have risen from underground and are swinging into firing position.

NIKES, DESTROYED BY EXPLODING WARHEADS AND FUEL, LEAVE ONLY FRAGMENTS STREWN AROUND TWISTED LAUNCHING RAILS AT THE MIDDLETOWN, N.J. BASE



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NICE AS SOAP TO USE! You'll like the way the new foil box pours and sprinkles. The clean smell, too.

NEW BUILT-IN "BRIGHTENER"! Watch even dingy shirts wash whiter. No liquid bleach has it!



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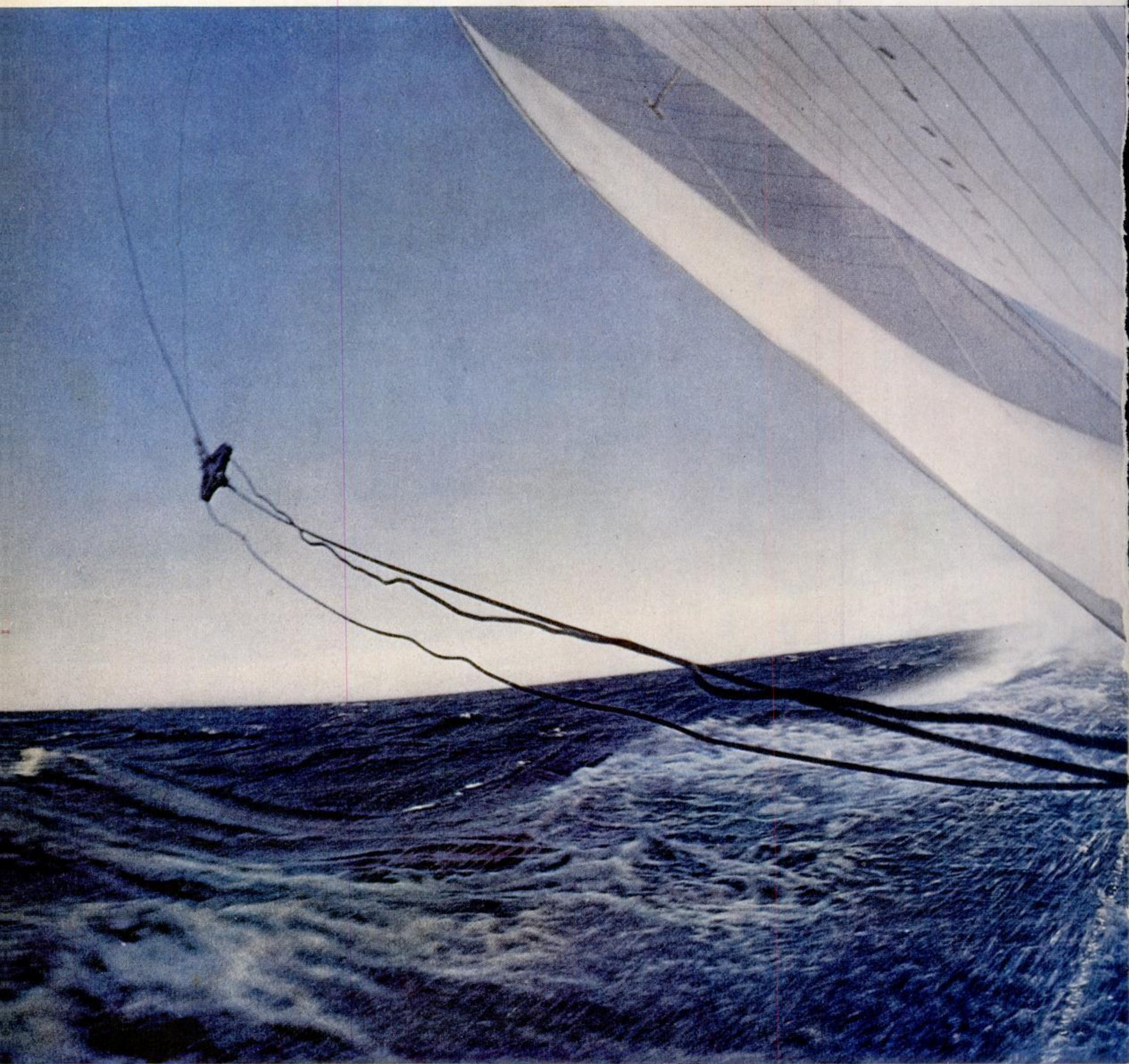
LOOK! This 18-oz. box equals about a half gallon of liquid bleach ...for about the same low price, too!

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BEADS-O'-BLEACH

SAILING BEAUTY GETS



In tune-ups over historic yachting course, Vim shows form and speed of racing

Over waters where the most famous yacht races in history will be resumed this summer, the *Vim* surges (above) through a slight sea, her rail awash and her sails trimmed hard. The crewmen, wise in the ways of racing sails, brace against the slanting deck as they prepare for the job they hope to get: defending the America's Cup against a British challenger.

The last America's Cup race was run in 1937

and the British challenger lost, as had all others who tried to take the cup after the *America* brought it to the U.S. in 1851. The last races were between big J-boats, with their 135-foot hulls and towering masts. To replace these magnificent—and extravagant—craft the U.S. and Britain have agreed to race 12-meter class boats. About half the size of the J-boats, the Twelves are sleek and compact, strong enough

to thrash across an ocean and fast enough to excite any sailor.

Vim, which is owned by John N. Matthews of Center Island, N.Y., is one of four 12-meter boats which will race one another this summer to determine the U.S. Cup defender. She is the first to go into training off Newport, R.I., where these pictures were taken. Three syndicate-owned boats, newly built this year,

SET FOR CUP TRYOUTS



class that will defend the famous America's trophy

will also enter the tryouts—Chandler Hovey's *Easterner*, Henry Mercer's *Weatherly* and the Henry Sears craft. A British group has built a single challenger, the *Sceptre*.

With boats of similar sail and design, like the Twelves, the results of a match race depend heavily on the efficiency of the crew. In *Vim*'s intense tune-ups for the trials, her nine or 10 crewmen repeat the same maneuvers again and

again—setting and trimming sails, grinding winches, busily tacking and jibing the boat. They coordinate each step, each arm movement while handling the 1,916 square feet of sail. The helmsman is fixed in rigid concentration in the cockpit as he looks for signs—a faint shift of the wind, a slight tremor in the sails—that call for a trim which will get the most out of his swift and graceful boat.

RACING hard on the wind, *Vim* drives into a fresh breeze as water washes over rail. On deck, crew sits high on the starboard side to keep weight to windward.

Photographed for *LIFE* by
GEORGE SILK



SAILING BEAUTY CONTINUED

Wet work with sails for the quick-footed crew

SPLASHED by a short sea, fore-deck hands edge their way along the plunging bow carrying Genoa jib. Bound with thread for ease in hoisting, the sail will be snapped on the headstay and set when it is needed.

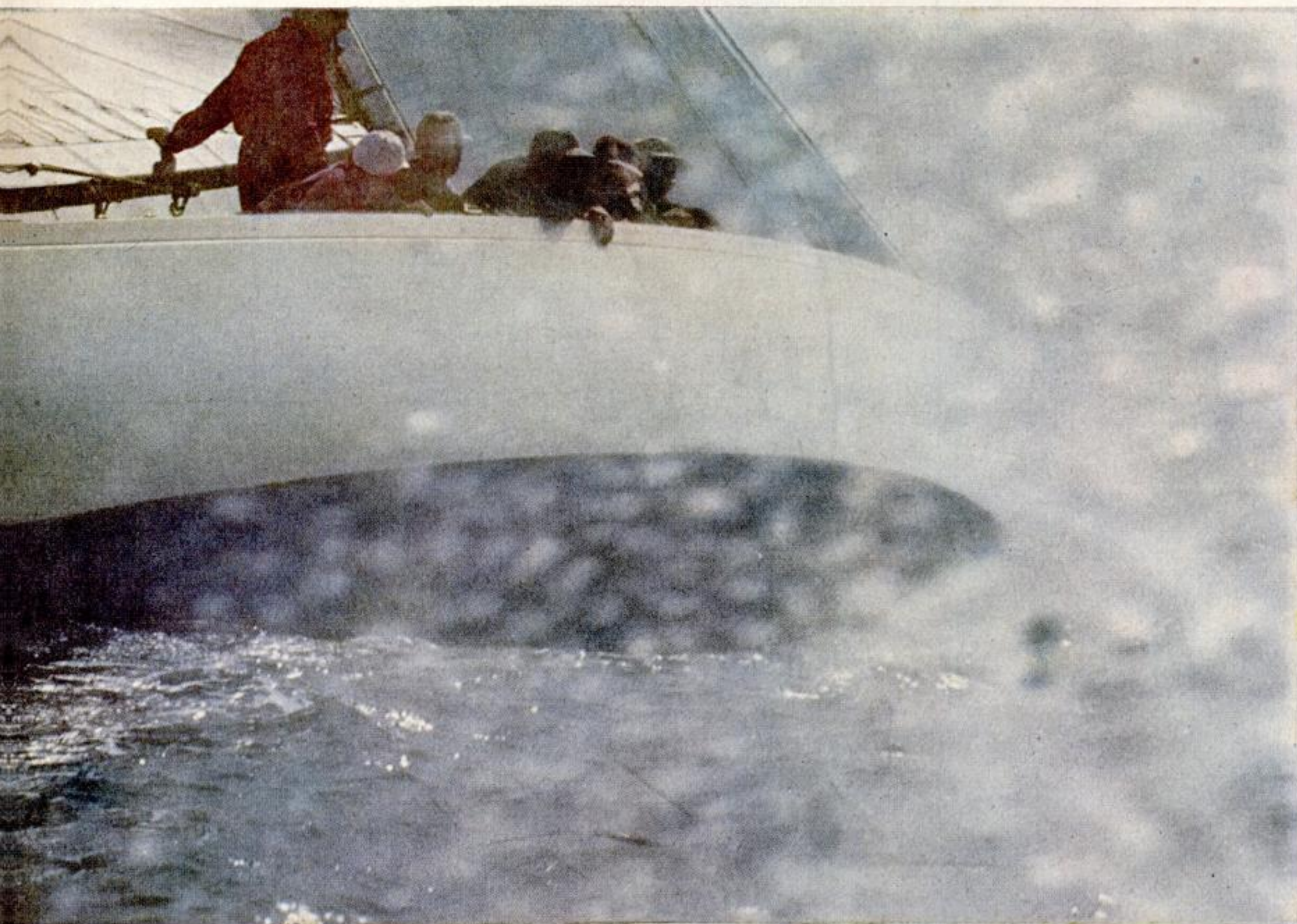
NIMBLY, *Vim*'s crew leads the jib around (*below*) as boat goes onto the other tack. *Vim* is heading into eye of the wind and the sails shake momentarily. When the boat swings more, the wind will fill them again.

SLIDING by in a training race, *Vim*'s practice opponent *Gleam* conceals part of her bow in a trough. Man who appears to be perched on the sea is on the bow at headstay, calling trim of jib to men at winch.





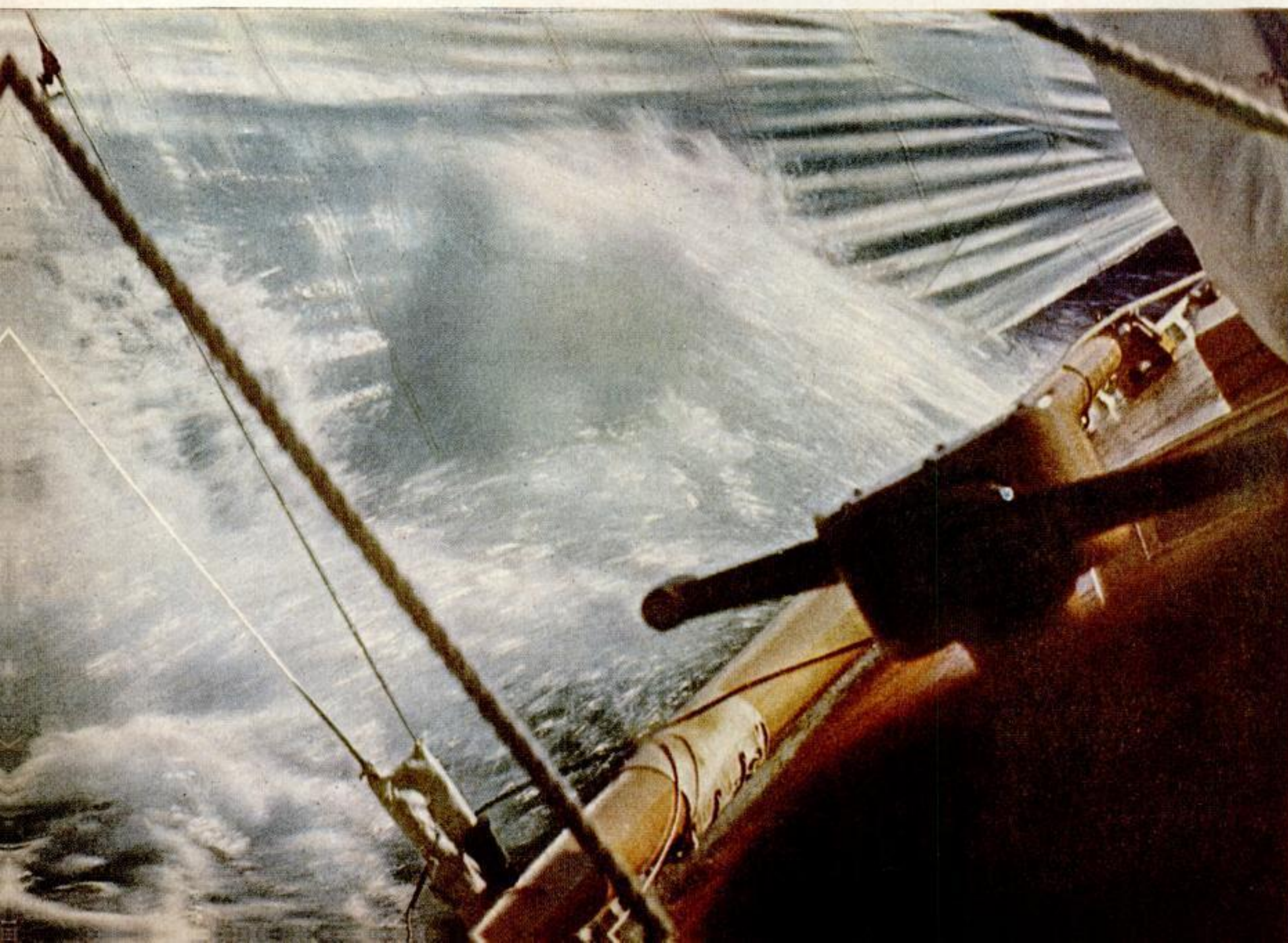
*From the fickle forces of wind and water,
a violent bouncing, then a smooth run*



THROUGH a curtain of sea spray, *Vim*'s dark-bottomed hull heels to the breeze. The 69-foot *Vim*, designed by Sparkman and Stephens Inc., built for Harold S. Vanderbilt in 1939, has been extensively refitted for the Cup trials.

EXPLODING against wet Genoa jib (below), a wave bursts out from the lee bow. Amidships, in the foreground, are the handles of a "coffee grinder" winch, which is used to trim the Genoa jib and spinnaker sheets.

GLISTENING from sun and sea, *Vim* moves smoothly on an ocean bathed in morning sunlight. The crew lines the windward rail, watching for wind shifts on the water ahead and enjoying the quiet drive of their boat.





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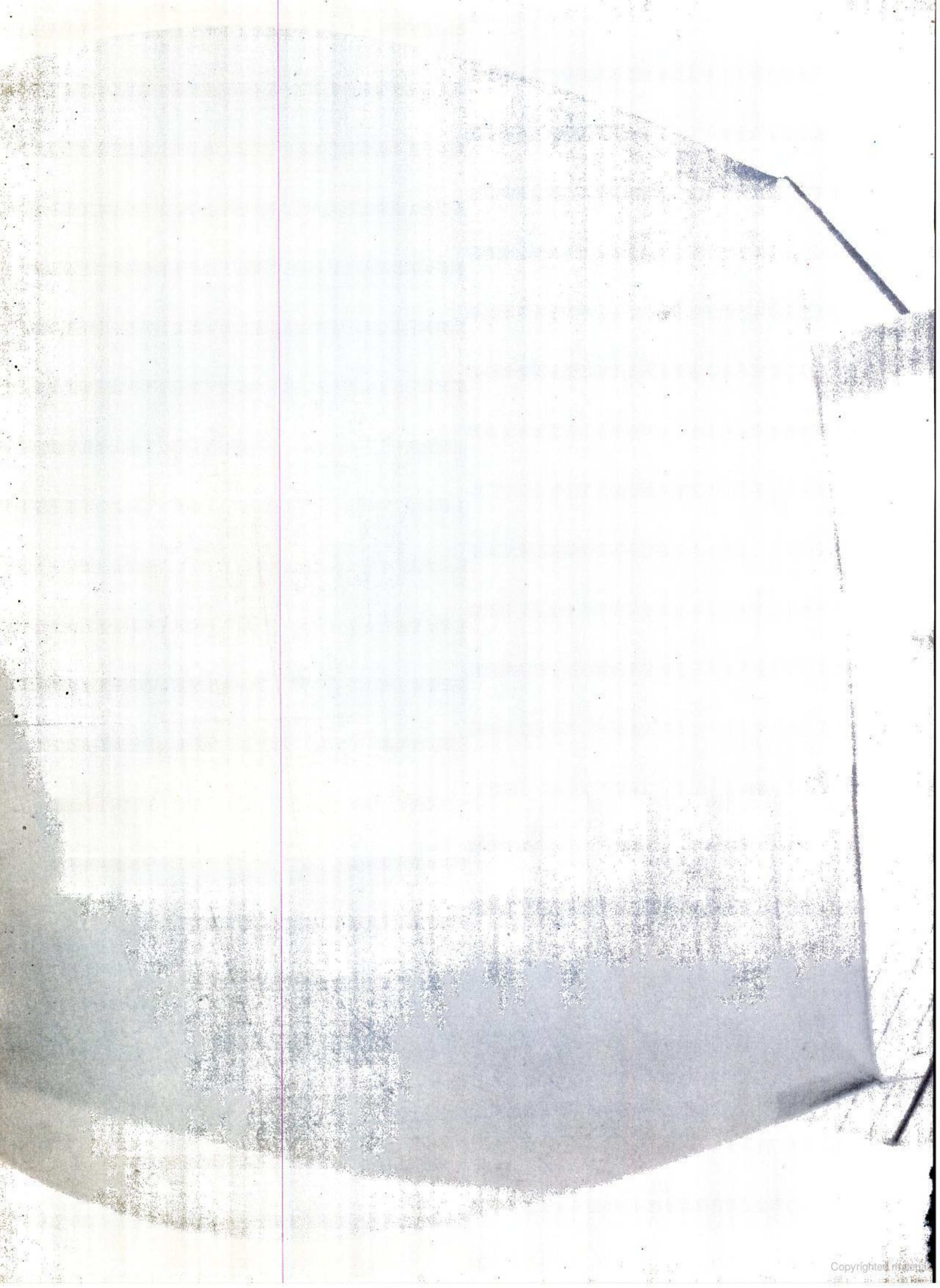
A constant study of sails, rigging and rival's racing techniques

TUNE-UP race brings trial horse *Gleam* close to *Vim* whose crew members watch neat bow and stern waves she makes in the choppy sea. *Gleam*, a 12-meter boat owned by W. Mahlon Dickerson of New York City, is fitted for cruising rather than racing and will not enter the Cup trials in July.

IN compact control center of the streaking *Vim*, Helmsman Don Matthews keeps hand on wheel, turning it slightly as he leans to study the jib. Other crewmen brace on cockpit's toe rails, watch trim of sails and the movement of their racing rival. Binnacle forward of wheel houses compass.









UNDER a luminous cloud of sail, *Vim* runs easily before a steady breeze, her lean hull slicing through the silvery water. The ballooning spinnaker, set

with staysail underneath when the wind is astern, spreads majestically ahead of *Vim*, lifting her racing speed and bringing hard-earned satisfaction to her crew.



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THE FEUDING PAST OF A COVETED CUP

Bad manners, bitter fights cloud contests for prize 'America' won

by MAITLAND EDEY

THE America's Cup, which the *Vim* (pp. 42-51) hopes to defend, is the oldest and most celebrated international yachting trophy in the world. It is a fine example of the mid-19th Century, or lumpy, style of silver design. Its form is that of an ornate pitcher. But it is not a pitcher: it has no bottom and is about as useful for holding liquids as a length of stovepipe. Recently it has been filled by a massive silver bolt which was run up its middle to strengthen it. So it stands today, the central object in the New York Yacht Club's trophy room, a prize which became famous almost by accident. It cost its original British owners about \$500 but Englishmen have since spent millions of dollars trying to win it back, and Americans have spent even more millions to ensure that it will stay where it is. Since the U.S. first captured the cup 107 years ago, Britons have failed 14 times to regain it and Canadians have failed twice in competitions often marked by acrimony and bitterness. This year the British will try again to lift the cup, in a series of races to be held off Newport, R.I. in September.

A century ago Britain was unquestionably the world leader in yacht racing. Hence, when it was decided to promote some sailing races in connection with the Great Crystal Palace Exposition in 1851, the vague invitation which went out to "all comers" was a rather lordly and condescending affair. There was little belief that any foreigner would respond and little regard given to the possibility that a foreign boat, even if it did respond, would be much of a threat.

'America' sails to France

ONE response did come. Two New York sportsmen, John C. Stevens and George L. Schuyler, formed a syndicate and built a trim schooner 101 feet long. She was christened *America* and was sailed to France by her designer, the owners prudently going by passenger line. This was the first transatlantic crossing by a yacht.

Stevens lay at Le Havre for three weeks getting his boat ready. His knowledge that Englishmen were inclined to look down their noses at Americans as sharp-trading Yankee hayseeds made him all the more determined to win. Neither he nor Schuyler was by any means a hayseed. Both were rich, widely traveled, sophisticated men. They came about as close as any American could to fitting into the gilded atmosphere of yachting, which in 1850 was a world removed from the sport we know today. There was then no mass involvement in boat racing. Either a man had a large, luxurious vessel with a paid crew and skipper or he had nothing.

Betting on yacht races was common. One of the reasons that Stevens lay in Le Havre instead of an English port was that he hoped to get some bets down before his adversaries got a good

CONTINUED



AMERICA'S CUP, which sits in the trophy room of the New York Yacht Club, is made of sterling silver, stands 27 inches high and weighs 8.4 pounds. It is inscribed with the names of all challengers and defenders in the 18 competitions to date.

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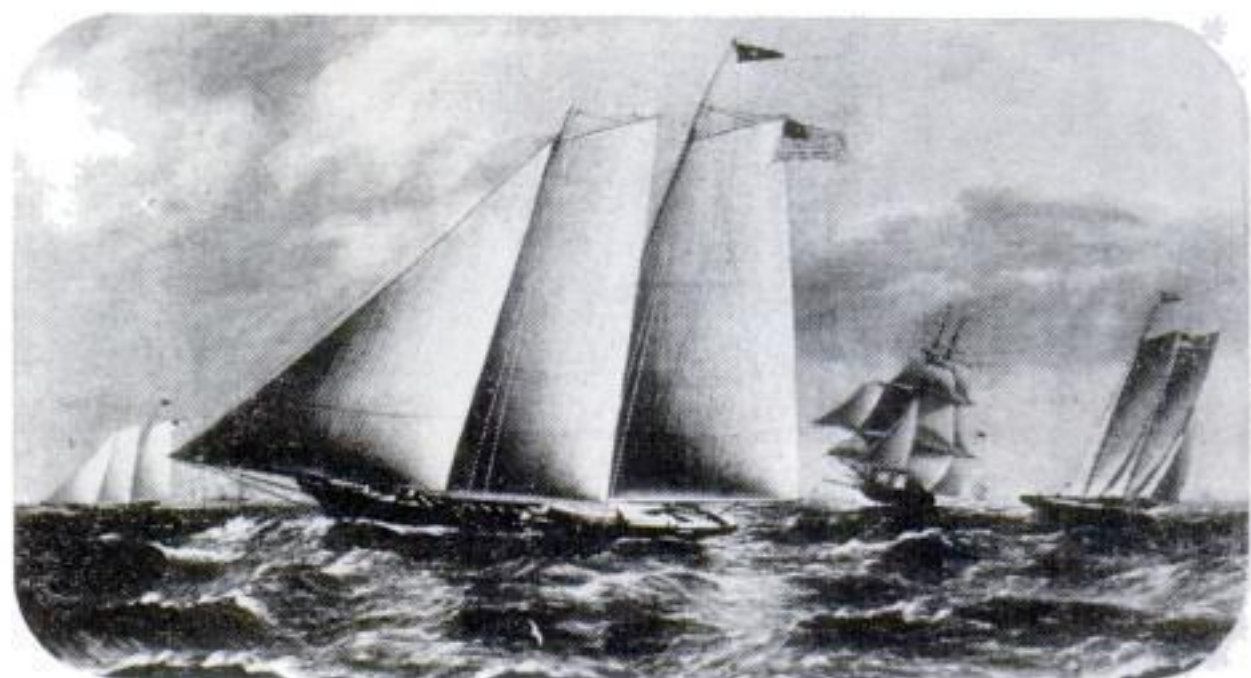
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AMERICA'S CUP CONTINUED

look at what they were up against. He knew he had a fast boat.

But all his precautions came to nothing: he himself let the cat out of the bag. When *America* was ready, she was sailed across the Channel and anchored in the Solent, England's yachting center. The next morning the Americans saw a crack English cutter, *Laverock*, tacking around them, taunting them to sail against her. With the honor of the U.S. at stake, Stevens picked up the challenge. The ease with which *America* worked to windward and ahead of *Laverock* stunned the English yachtsmen. Bad enough to be beaten; to be beaten by an upstart American was something to be avoided at all costs. Conse-



"AMERICA'S" VICTORY, shown in painting by James E. Buttersworth, occurred in 1851 British royal regatta, brought cup to U.S.

quently, when Stevens' challenge to British schooners was posted on the bulletin board of the Royal Yacht Squadron it went unanswered.

Days passed. The London papers commented bitterly on the situation, the *Times* questioning the "pith and courage of our men."

At last, giving up all hope of a match race, Stevens entered his boat in the Royal Yacht Squadron Regatta against a mixed fleet of Britain's best yachts. The prize was to be a cup. As the race began *America* got off rather poorly, but after a few hours the nearest British boat was miles behind her. Queen Victoria, watching from the royal yacht at a point near the finish line, is said to have called out, "Say, signal master, are the yachts in sight?"

"Yes, may it please Your Majesty," he answered.

"Which is first?"

"The *America*."

"Which is second?"

"Ah, Your Majesty," said the signal master, "there is no second."

After the race, the queen paid the Americans the unprecedented compliment of coming aboard and asking to be shown around. Other visitors swarmed aboard too, many of them convinced that there was an engine hidden somewhere below. Apparently it was easier to believe the Americans capable of such a deceit than to admit that England had been outclassed in yacht designing and racing.

When *America's* owners returned to the U.S., the cup—now the "*America's cup*"—went with them. Eventually George Schuyler presented it to the New York Yacht Club as a permanent international trophy with a deed of gift outlining the conditions under which subsequent races should take place. If he could have foreseen the fights, the arguments, the bitter accusations of fraud and bad sportsmanship which were to tarnish the cup down the years, he might not have done what he did.

Yacht racing is a peculiar pastime. Like all competitive sports it has its own complicated rules. Most of them turn on the question of "right of way," attempting to settle under any conceivable set of circumstances which boat has the right to be where it is and which boat must keep out of the way. A yachtsman with the right of way does not usually crash into another. He veers off and protests under one of the rules.

Here is where most of the heat in yachting is generated. The committee that settles these protests is seldom on the spot at the time of the alleged foul but must rely on evidence given by the contending skippers about an infraction which may have taken place during a split-second maneuver in a gale of wind as much as 20 miles away. This evidence is usually contradictory since the situation is always fluid, the boats are moving fast, and yachtsmen seem constitutionally unable to interpret racing rules in ways that will be disadvantageous to themselves. As a group they are impetuous, strong-willed, fiercely competitive. This makes it almost inevitable that in all but the most flagrant cases of rule violation the losing skipper will feel that he has been swindled. When the honor of nations is at stake, the feeling of having been swindled is sometimes ungovernable. This explains the

CONTINUED

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AMERICA'S CUP CONTINUED

extraordinarily childish outbursts (usually on the English side) and the mean and legalistic hairsplitting (usually on the American side) which have intermittently colored America's Cup competition from the time of the original race.

The first hair was split by the Americans at the very beginning. They decided that inasmuch as *America* had raced against a whole fleet of English boats to win the cup, subsequent challengers should race against a whole fleet of American boats and that if any one of them beat the challenger the U.S. would keep the cup.

The first challenger under this hopelessly one-sided stipulation was named James Ashbury. He was not a "gentleman" in the narrow English sense but a wealthy member of the rising industrial class who planned to use his cup challenge as a bid for social and political advancement at home. An astute and pugnacious man, he turned out to be a hairsplitter of some ability himself. In 1868 he sent the New York Yacht Club a letter bristling with the conditions and specifications under which he would be willing to race. The New Yorkers did not take kindly to being told how they would conduct their affairs and nothing came of his challenge.

Ashbury tried again the next year. Unable to budge the Americans from their determination to have him race against a fleet, he sailed over anyway in his schooner *Cambria*. The first cup defense race took place on Aug. 8, 1870, off New York. There were 23 starters and Ashbury's yacht finished 10th behind the winning schooner *Magic*. *America* was also in this race but she could do no better than fourth. Now 19 years old, she was considerably slowed up, having spent a year on the bottom of a Florida bayou during the Civil War to avoid being captured by Northerners as a blockade runner.

Ashbury's whereases and wherefores

ASHBURY made a great hit while he was here. He put up several expensive cups and engaged in a number of races in New York and Newport. It was only when he got back to England and began to think about another challenge that the whereases and wherefores began to pour from him again. He had a long and gritty correspondence with the New York Yacht Club, finally winning his point that he should be allowed to race against one boat at a time, not a fleet. Having gained this concession, he dropped a blockbuster of his own. As a member of 12 yacht clubs in England, he proposed to race as a representative of a different club in each of 12 races. If he should win any of the 12 he would claim the cup on behalf of whatever club he happened to be representing on that day.

The New York Yacht Club replied stiffly that "the deed of gift of the cup carefully guards against such sharp practice."

This stinging rebuke infuriated Ashbury, and thereafter the tone of the correspondence was not up to its previous low standard. Nonetheless an arrangement was made. Ashbury had already built a new yacht named *Livonia* for the express purpose of lifting the cup, and if he was to race at all he had to do it on New York Yacht Club terms. These were: 1) The best four out of seven races to determine the winner, and 2) New York to hold four yachts in readiness and appoint a single one before the start of each race. These conditions were still far from fair. They enabled New York to put a light-weather boat on the line on calm days and a rugged one on windy days.

Livonia's opponent in the first race was the schooner *Columbia*, which beat her easily. In the second race *Columbia* beat her again, but Ashbury protested that *Columbia* had rounded the outer mark the wrong way. His protest was disallowed on the ground that the racing instructions did not state how the buoy should be rounded. Disputing this verdict, Ashbury consented to further racing only under protest. In the third race he beat *Columbia*, whose crew, expecting a day off, had all got drunk. So the Americans nominated another yacht, *Sappho*, for the next two races, both of which she won. That gave the Americans the victory, 4-1—but not according to Ashbury's calculation. By counting the protested race for himself he argued that the score was 3-2. He came out to compete on the two following days and, finding nobody to sail against, claimed two more races by forfeit and also the cup by a score of 4-3.

The claim was ignored, and Ashbury returned to England to lay out his case in the public press with considerable venom. This prompted the Americans to gather up the various cups which Ashbury had donated and return them to him. He thereupon published a pamphlet which examined in detail the lack of sporting blood in Americans.

So ended the first two challenges for the cup, with international amity at rock bottom. Oddly enough, instead of halting matters forever, they were beneficial all around. Ashbury achieved his aim: he ran for Parliament and was elected. The cup became world famous because of the furore. Most important, the rules became fairer.

The next two challenges came from Canada and are noteworthy

CONTINUED ON PAGE 61

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AMERICA'S CUP CONTINUED

only for being the weakest in cup history and for the establishment of the principle that the defender would pick a single yacht before the series started. These races were followed by a pair of English challenges from the slender racing cutters *Genesta* and *Galatea*. Both were repulsed without difficulty.

Then, in 1887, came a challenge from a mystery craft, *Thistle*. This vessel had been constructed behind locked doors in Scotland, and Americans were so alarmed by the secrecy that when she arrived in the U.S. a New York paper hired a diver to examine her bottom for illegalities. None was found. Then there was a protracted wrangle over whether *Thistle* was a foot and a half longer than she was supposed to be. At last the races went off—and *Thistle* was vanquished so easily that her owner in his turn suspected foul play. He had her bottom swept to make sure that the diver who had been down there a



BOASTFUL UNCLE SAM flaunts U.S. cup superiority before crestfallen Britain in this cartoon by American Thomas Nast after the *Puritan* beat British *Genesta* in 1885. Under the headline, "We have not given up ruling the waves yet," Uncle Sam is quoted as saying: "Although I have no navy, you see what I can do, when I try."

few days before had not fastened some rope or lengths of hose to her to slow her up. Nothing was found.

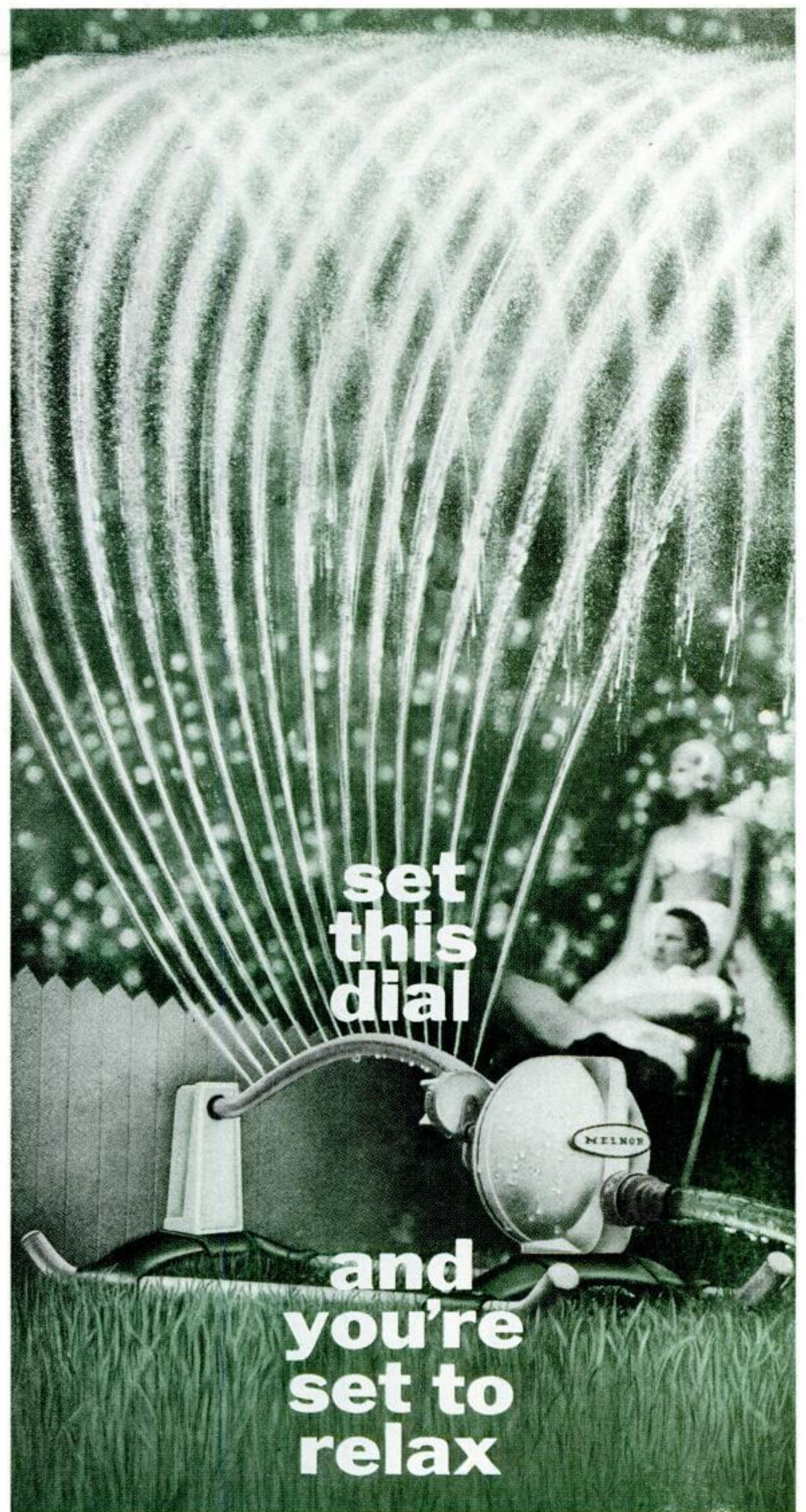
For a time after that, international competition languished. Yacht design, however, did not. Long, sleek, stretched-out racers were evolving both in England and the U.S. The new American boats were the brain children of Nathaniel Herreshoff, the greatest yacht designer who ever lived. It was lucky for the U.S. he came along when he did, for the next British challenger, in 1893, could have beaten any previous defender with ease.

The challenging yachtsman this time was Windham Thomas Wyndham-Quin, Earl of Dunraven, Viscount Mountearl and Adare, Baron Adare of Adare. This resounding name was a measure of the man. Lord Dunraven was almost a caricature of what Americans have always believed the titled 19th Century Briton to be. Elegant, arrogant, versatile, he combined a life of sport in the grand manner with one of lordly dabbling in public affairs. It was clearly not in the cards for a man like this to avoid the thrills and prestige of a cup challenge, provided he had any interest in the water. And Dunraven had. At home he moved in the most glittering of international aristocratic circles, where yachting was now in a full flowering of majestic craft of enormous size.

Dunraven's cup challenger was *Valkyrie II*. Chosen to go against her in a three-out-of-five series was Herreshoff's *Vigilant*. As they tuned up there was real concern that the invader might be the better boat. This anxiety deepened after the first day's race, which was called off in a calm with *Valkyrie* nearly two miles ahead.

The next time in another drifting match *Vigilant* got the breaks and managed to win. The following racing day it blew up a little and *Vigilant* won again. The noble earl was not happy. He had been beaten by fluky winds in one race, and he complained that the huge crowd of observation craft had hampered him in the second. For the third race, however, there was a strong wind blowing, and on the beat to windward *Valkyrie* worked out a lead of nearly half a mile. But on the run home *Vigilant* made her bid with a masterful display of sail handling. Four men were sent aloft into the swaying, humming

CONTINUED



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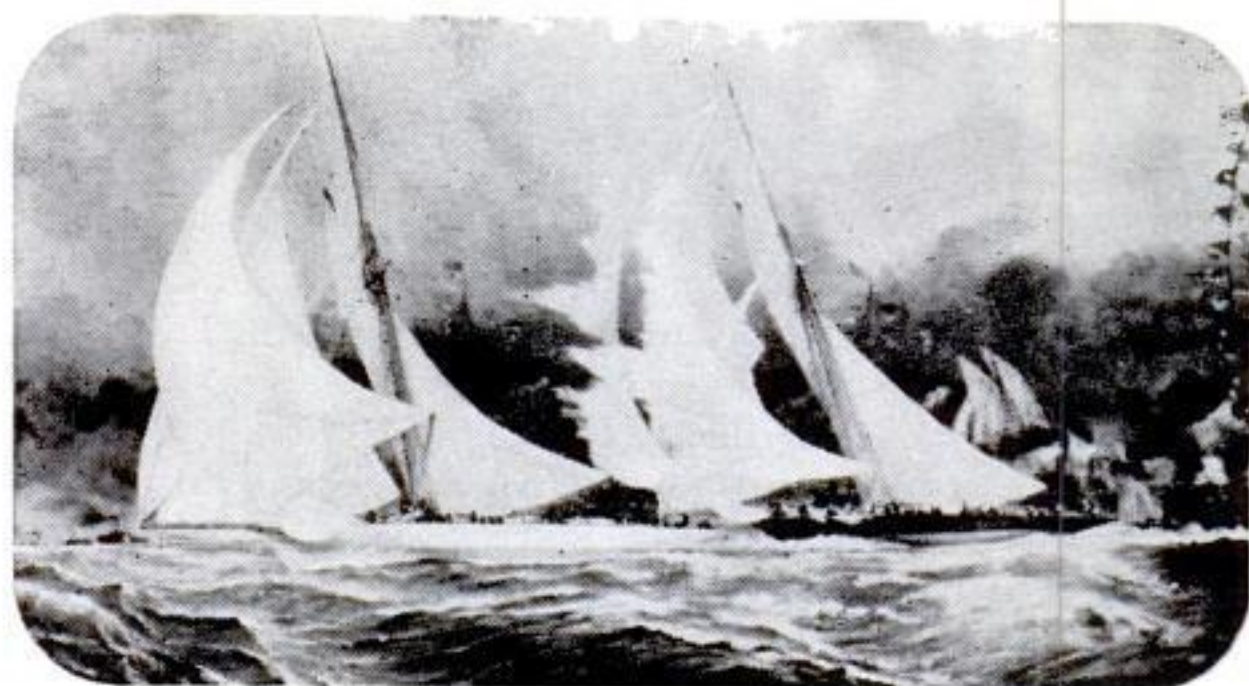
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RIPPED SAIL, torn by heavy wind, costs Britain's *Valkyrie II* (right), commanded by Lord Dunraven, victory over *Vigilant* in 1893.

AMERICA'S CUP CONTINUED

rigging while a reef in the mainsail was shaken out and a huge spinnaker and balloon-topsail set. One after another the vast canvas flowers blossomed, and *Vigilant* began to thunder along under a pyramid of sail, her topmast buckling, her stays like steel bars. The gap between her and *Valkyrie* melted away.

Meanwhile *Valkyrie*'s spinnaker ripped and had to be taken down. In its place a light-weather spinnaker was hoisted. It too ripped, and instantly vanished in a wisp of tattered gossamer. *Vigilant* roared across the line a winner by 40 seconds in the most exciting cup race so far. Dunraven was bitterly disappointed. He had lost three straight races in what he believed to be the better boat. He went home still grumbling about interference by the observation fleet.

In 1895 he was back with *Valkyrie III*, larger and faster than her namesake. Built to meet her was *Defender*.

The first race seemed uneventful. *Defender* gained a small advantage and held it to the finish. But Dunraven came ashore in a fury, complaining about interference from boats on the course. In addition he made an extraordinary charge: there had been some secret meddling with the ballast in *Defender*, he said, and as a result she was not sailing on her measured lines. This was tantamount to accusing Bobby Jones of using an illegal sand wedge in the U.S. Open, and it created a sensation. Dunraven insisted that the boats be measured immediately. The astonished committee pointed out that it was getting too dark. After a good deal of argument it was decided to measure both boats the next day. Both proved to be within a fraction of an inch of their previous measurements. In an atmosphere of mounting resentment and suspicion the second race was scheduled.

Again sightseeing boats crowded the course as Dunraven maneuvered his yacht for the start. With only seconds to go he found himself headed for a line on a close reach, sailing a converging course with *Defender*. Being to windward, it was his responsibility to keep clear. The two yachts came closer and closer together and for a moment seemed to sail along almost side by side. Then *Valkyrie* bore down momentarily toward *Defender*. At the last moment Dunraven swung away, but the end of *Valkyrie*'s long, jutting boom raked across *Defender*'s shrouds, and one of them was torn out of its spreader with a loud twang. Her topmast curling off to leeward like a dying tulip stem, *Defender* was edged into the wind to ease the strain aloft, and a red protest flag was displayed.

Here was a nice live scorpion salad for the committee members to chew on. A flagrant foul had been committed in plain view by a difficult man already angry and reckless. Should the committee sustain *Defender*'s protest or order a resail? The members were given no choice. Instead of turning back, as most yachtsmen would, Dunraven swept serenely across the starting line and around the course with never a backward glance. There was nothing for *Defender* to do but follow. With a sagging topmast she took off in pursuit and actually made a race of it, losing by only 47 seconds.

Immediately after the race Oliver Iselin, manager of *Defender*, filed a protest. To the general dismay Dunraven replied that he had sailed the straight course and that *Defender* had run into him. Further, he said, he had seen no protest flag. This testimony was so patently in error that it was heard without rebuttal and in a chilling silence. The committee deliberated briefly and disqualified *Valkyrie*.

To any yachtsman this would have been frustrating and humiliating. To the haughty earl it must have been unendurable, and he



LORD DUNRAVEN, humiliated by six defeats, got involved in greatest wrangle in cup history.

CONTINUED



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To go ahead with our 1958 construction, we in the Bell System have raised nearly a billion dollars of new capital in the last six months.

Obviously, investors will continue to entrust their savings to us only if they can expect reasonable earnings on the money they risk.

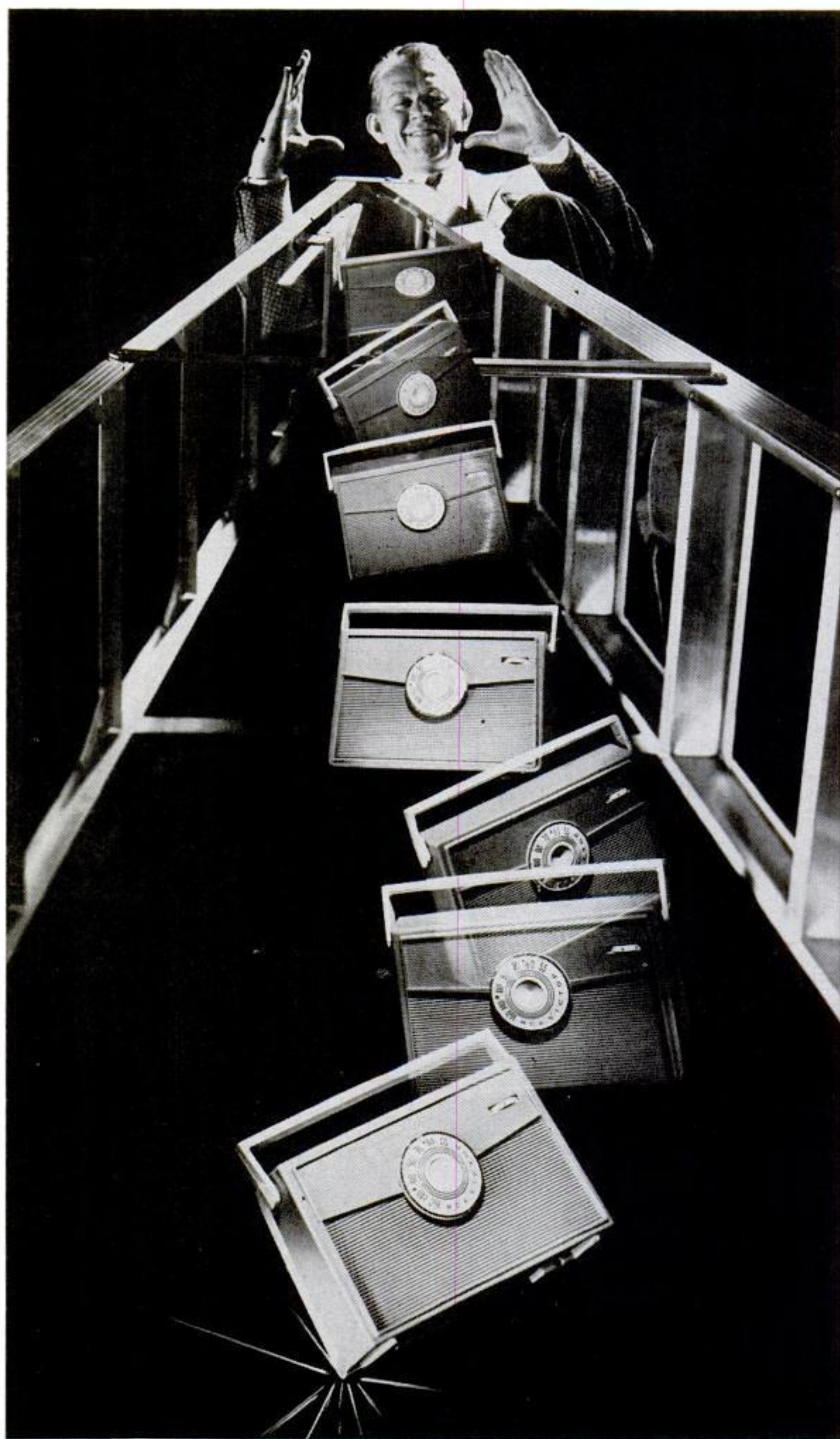
Good service at reasonable profit keeps the road to progress open

So telephone progress—and the advantage to all that comes from our pushing ahead—begins with our faith that Americans want good and improving service at prices which allow a fair profit.

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AMERICA'S CUP CONTINUED

lashed out with an ultimatum: either he must be guaranteed a clear course in future or he would race no more. The committee replied that it was not within its power to make such a guarantee.

The next day Dunraven had no sooner crossed the starting line than, inexplicably, he headed back to harbor—and the 1895 series stuttered to an inglorious halt. In all, Dunraven had taken part in six races in two superlative boats, and he had lost all six of them. The completeness of his defeat, the glare of publicity, the mortification resulting from his foul, with the added bitter knowledge that nobody accepted his version of it, must all have rankled intolerably. He returned to England and wrote out for the Royal Yacht Squadron a detailed report of the 1895 races which was reprinted in an English sporting magazine. It contained an astounding accusation: the Americans had not only cheated on *Defender's* ballast in the first race but had prevented him from proving it satisfactorily at the time.

The reaction was instantaneous and seismic. The first bellow, naturally enough, came from Oliver Iselin, manager of the *Defender* syndicate. He wrote to the New York Yacht Club demanding a formal investigation. "I consider myself," he said, "... as standing before the world solemnly charged by Lord Dunraven with an offence as base as could possibly be imputed to a sportsman and a gentleman, and which I indignantly resent and repel. . . ."

With the words of the injured Mr. Iselin sounding in its ears the New York Yacht Club decided to hold an inquiry and invited Lord Dunraven to attend. In due course he arrived with his lawyer and the proceedings began.

Dunraven's charge boiled down to this: The night before the first race Dunraven noticed furious and prolonged activity aboard both *Defender* and the large tender tied up alongside her. The following morning *Defender* seemed to be much deeper in the water than she had been the day before. The bobstay bolt under the bow, which had been several inches above the water, seemed almost submerged now. And a small outlet hole for a bilge pump, visible amidships just above the waterline the day before, was now completely under water.

Dunraven concluded that the nocturnal activity aboard *Defender* had been the loading of illegal ballast to sink her deeper in the water and give her a longer waterline and therefore greater speed. By the time the boats were measured the next day, all the extra ballast had, of course, been secretly taken out of *Defender* again.

What really happened

THIS fantastic allegation came out bit by bit during reams of testimony by designer, owners, sailors, dockmen—everybody, in fact, who had anything to do with either yacht. But nothing incriminating could be found. The mysterious night activity? Hunks of lead ballast which were already aboard *Defender* were being sawed in half so that they could be conveniently stowed under the cabin floor. Expert testimony showed that the bobstay bolt could be brought nearer the water simply by having several members of the crew go forward to their bunks. As for the bilge hole, it appeared and disappeared according to which side of *Defender* her main boom lay on. To sink *Defender* four inches deeper in the water as charged by Lord Dunraven, 20,000 to 30,000 pounds of lead would have had to be sneaked aboard—and sneaked ashore later.

Dunraven's position began to be exquisitely embarrassing as he was led down the trail of his preposterous claim by Iselin's lawyer, Joseph H. Choate, renowned for his sardonic wit. At last, unable to endure further cross-examination, Dunraven quit the inquiry in the middle. The committee's findings exonerated Iselin and concluded:

"... The Committee are not willing to doubt, that if Lord Dunraven had remained present throughout the investigation, so as to have heard all the evidence that was introduced, he would of his own motion have withdrawn a charge that was so plainly founded on mistake. . . ."

The English press backed up this view by generally conceding that Dunraven had been let down extraordinarily easily and that the way for a graceful apology was clearly marked. But Dunraven refused to apologize, although he was advised to do so by the Prince of Wales. Finally, the angry members of the New York Yacht Club, of which Dunraven had been an honorary member, expelled him in the noisiest demonstration the venerable club has ever witnessed.

So it ended. No sensible man expected that there would ever again be an America's Cup race, and if things had been left in the hands of the aristocrats there probably never would have been. But four years after the Dunraven trial an Irish grocery clerk turned millionaire tea merchant threw his hat into the ring, and the cup embarked on the pleasantest days of its long history.

The former clerk's name was Thomas Lipton and he was probably the oddest challenger the cup has ever had. Shrewd in business, he



*Spirited debate of the **Four Roses Society***

(Which side are you on?)

Usually they see eye-to-eye and glass-to-glass in the Four Roses Society. But today there seems to be a difference of opinion.

The gentleman on the right is convinced that a Four Roses highball is the "coolingest" concoction that ever brightened a summer.

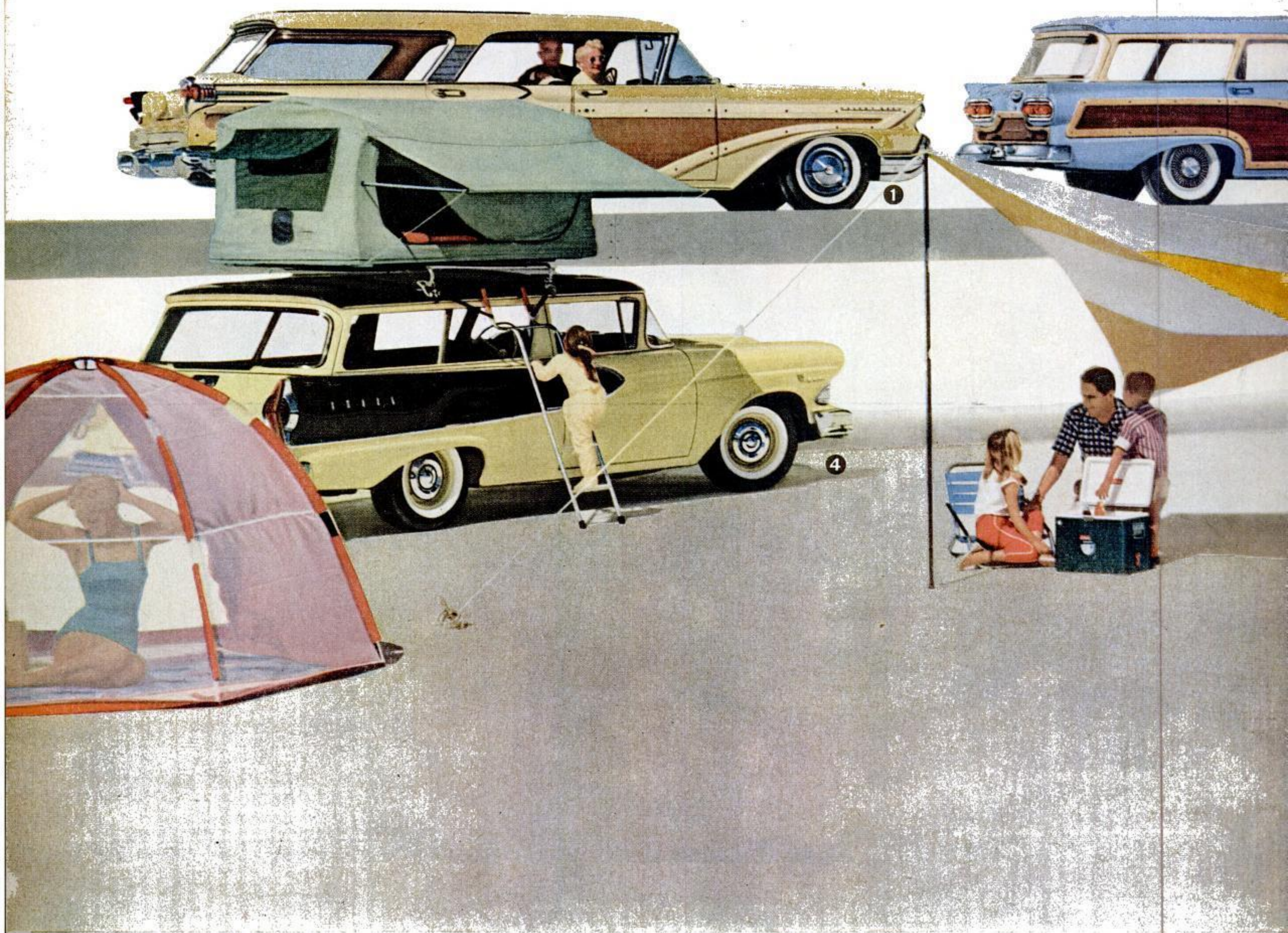
From the left, we hear an equally eloquent plea: "A sip of a Four Roses Gin and Tonic sends delicious shivers right down to your toes!"

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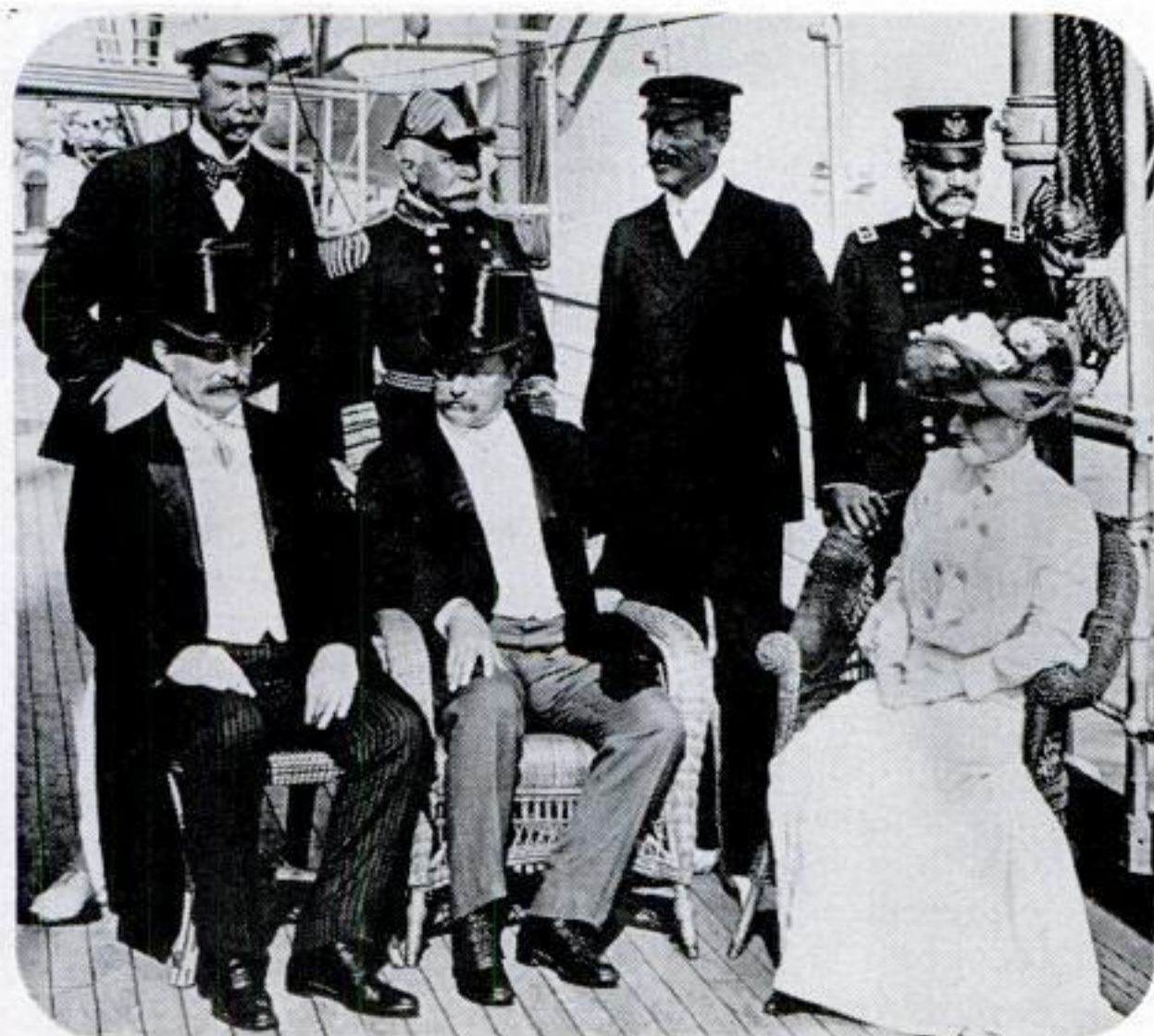


The talking cereal talks sense—It sounds off with a "Snap! Crackle! Pop!" A real bright, gay sound. But the soundest thing about this happy cereal is the nourishment it gives you—the important nourishment of whole grain rice.

AMERICA'S CUP CONTINUED

was notably naive, not to say childlike, in every other respect. His pleasures came from public adulation, from his chateau of a home, from the gloss and size of his yachts, from his priceless wines, his East Indian servants and his encounters with royalty and other celebrities. One of his most cherished memories of the U.S. was gained when, as a young man visiting Washington, he strolled up to the White House, was ushered in and had a long conversation with President Hayes until it was discovered that the President thought he was somebody else.

Lipton's decision to become a yachtsman was not unlike that of the Hollywood magnate who says to an assistant, "Get me a racing stable." In Lipton's case the publicity value justified his plunge into yachting. But as far as knowledge and interest were concerned he might as well have stuck with mumblety-peg. The editor of the British magazine *The Yachting World*, in writing Lipton's obituary, described this bizarre situation as follows: "... For many seasons the



COLORFUL CHALLENGER Sir Thomas Lipton (rear left), an incurable celebrity hunter who knew nothing about sailing, watched 1903 races with President Theodore Roosevelt (front center) and Mrs. Roosevelt. Standing next to Lipton is Admiral George Dewey.

public, the press, and sportsmen the world over have proclaimed Sir Thomas as the greatest yachtsman. And yet he knew nothing about yachting. . . . To say that he did not know the port tack from the starboard . . . is a statement of fact. . . . He never steered a boat in his life nor had a notion of it. . . ."

The eccentric tea merchant challenged in 1899, in 1901, in 1903, in 1920 and in 1930—five defeats with five different yachts, all of them named *Shamrock*. During this 31-year period there was not even a suspicion of a wrangle. Ever jovial, Lipton submitted without argument to whatever arrangements were proposed. One thing that certainly contributed to the easy atmosphere was the attitude of the New York Yacht Club. It had come of age during the Dunraven episode and from then on devoted itself to the arrangement of the fairest, the clearest and most detailed racing conditions it could devise—a long way from the situation of the '70s and '80s, when yachtsmen assumed that as much effort to win should be made during the preliminary negotiations as would later be made on the water.

The Lipton era also saw the cup defenders pass through a dinosaur period during which they grew larger and more impractical every year. Finally they became so immense and so fragile that the races were made ridiculous by dismastings and constant postponements because of strong winds. The ultimate was achieved with *Reliance*, which beat *Shamrock III* in 1903. *Reliance* was the largest and most beautiful single-masted yacht ever built. A hundred and forty-four feet long, she spread 16,160 feet of working sail, about eight times as much as the 12-meter cup contenders will carry this summer. To build and race her for a single season today would cost about \$2 million. Although she was breathtaking to look at and must have given her helmsman the feeling of being a reincarnation of Belshazzar mixed with Peter the Great and Ghengis Khan, *Reliance* could not have beaten the sailboats which followed her. Improvements in rig and hull design made the smaller, rugged *Resolute* of 1920 a better if less spectacular racing yacht. And with the advent of the still rugged and more efficient J-boats of the '30s, the *Reliance* type

CONTINUED

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AMERICA'S CUP CONTINUED

was hopelessly outclassed. It had gone the way of all dinosaurs.

The year 1930 marked the beginning of the modern era in cup competition. It was the first year for the J-boats, rakish sloops with towering masts, the most powerful and efficient large yachts ever built, and it was the last year for Lipton. There was something pathetic about this final challenge. Sir Thomas was old now and could not remember from minute to minute which was his boat and which was the American. After the contest was over (he lost four straight races) he was taken home and died soon thereafter. He may not have known port from starboard, and he may not have been a "gentleman," which condition prevented his becoming a member of the snobbish and exclusive Royal Yacht Squadron until he was too old to enjoy the honor. But he gave to cup competition something of the respect and trust which it sorely needed. He will go down in sporting history as one of the world's greatest losers, and he is already far more celebrated than any of the men who have won the trophy.

The flamboyant Vanderbilt

THE boat that beat the Lipton yacht in 1930 was chosen in an elimination contest among four J's. Although there was little spectacular about the cup defense itself, the eliminations that preceded it produced some of the finest big-boat racing the U.S. has ever seen, for three of the four contenders, *Weetamoe*, *Yankee* and *Enterprise*, were astonishingly evenly matched.

Enterprise was skippered by Harold S. Vanderbilt, certainly the most talented man ever to sail a cup defender. He is, in fact, the ideal cup skipper, possessing to an extreme degree the characteristics which lead to success in this odd field. In a group where flamboyant tempers are commonplace, his is conspicuous, being icy only until more heat and noise are needed. Then his stentorian shouts can be heard across the bay. He is a competitor of such singlemindedness and ferocity that once he focuses his attention on something, all else is shut out. Once when he was motoring with his wife, he refused to stop and get rid of a large bee that had blown into the car, because he had previously made up his mind to drive across West Virginia and Maryland without stopping. He is the most bloodthirsty, the most resourceful, the most original, the most painstaking, the most respected and, in some quarters, the most cordially disliked yachtsman in America. He is also a helmsman of extraordinary skill and judgment. He has



IDEAL SKIPPER Harold S. Vanderbilt defended cup three times against stiff British competition.

successfully defended the cup three times, something no other amateur has done. And he has done it in three different ways.

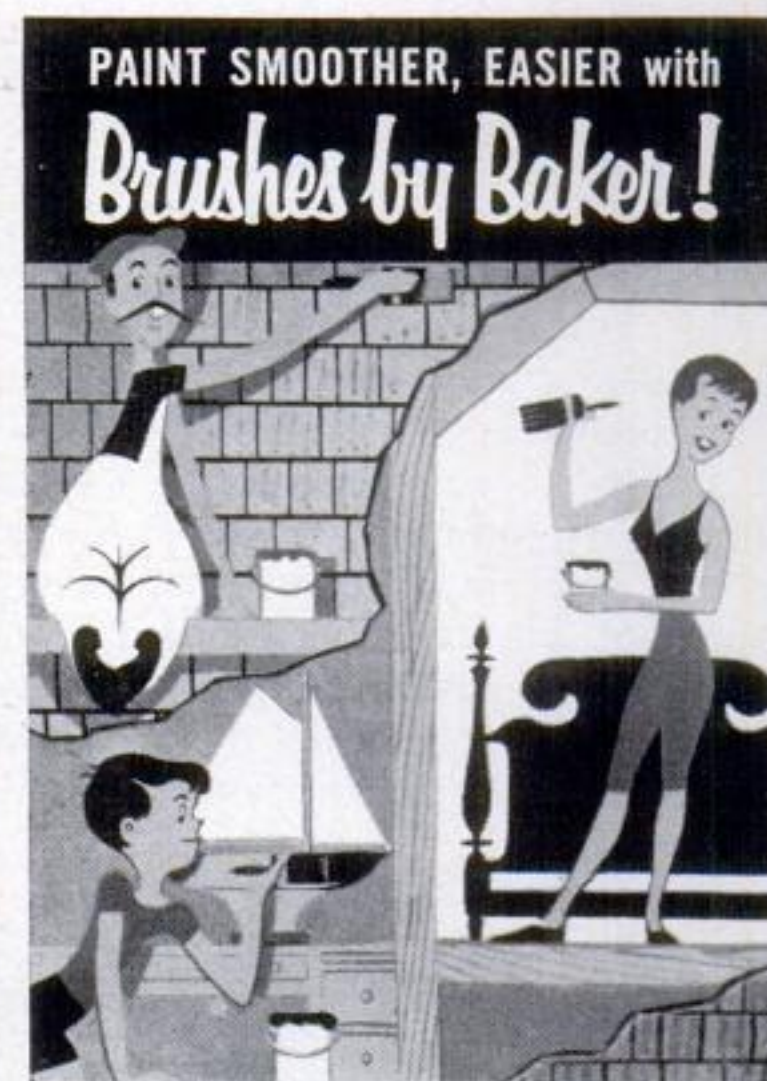
With *Enterprise* it was inventiveness and patience, minute attention to the smallest detail and close cooperation with her designer. She was beaten consistently by *Weetamoe* early in the summer, but continuous experimentation and relentless work brought her home ahead in the final trials and she was chosen to defend the cup. She then went on to beat *Shamrock V* easily.

Lipton was followed in 1934 by a British aviation tycoon, T.O.M. Sopwith, who skippered his own boat. Sopwith, a fine sport and fair sailor, might have lifted the mug if he had been up against anybody but Vanderbilt.

Vanderbilt had a harrowing summer. He had scrapped *Enterprise* and was making his bid with a new yacht, *Rainbow*. She turned out to be demonstrably slower than the four-year-old *Yankee*, which had been modified and was now the fastest J-boat in the Western Hemisphere. At one point during the summer *Yankee* gave *Rainbow* 10 straight beatings. But such was the magic of Vanderbilt's name that the selection committee kept postponing its decision, hoping he would do better.

Finally *Rainbow* squeezed out a few victories toward the end of the summer. Further competition was thereupon halted and she was selected to defend the cup. This set off volley after volley of oaths which can still be heard echoing through the valleys of New England, where *Yankee* was a regional hero. The general feeling around Boston was that it would serve the New York Yacht Club right if the cup went to England.

It nearly did. Sopwith won the first two races and lost the third only through bad tactical decisions. Instead of being ahead 3-0, Sopwith had a bulge of only 2-1 and was just possibly beginning to feel the first fevers of Vanderbiltitis, which has sickened many another yachtsman. That sensation of having a pair of jaws full of sharp teeth gaping right behind you, ready to snap shut at the first mistake, is thoroughly

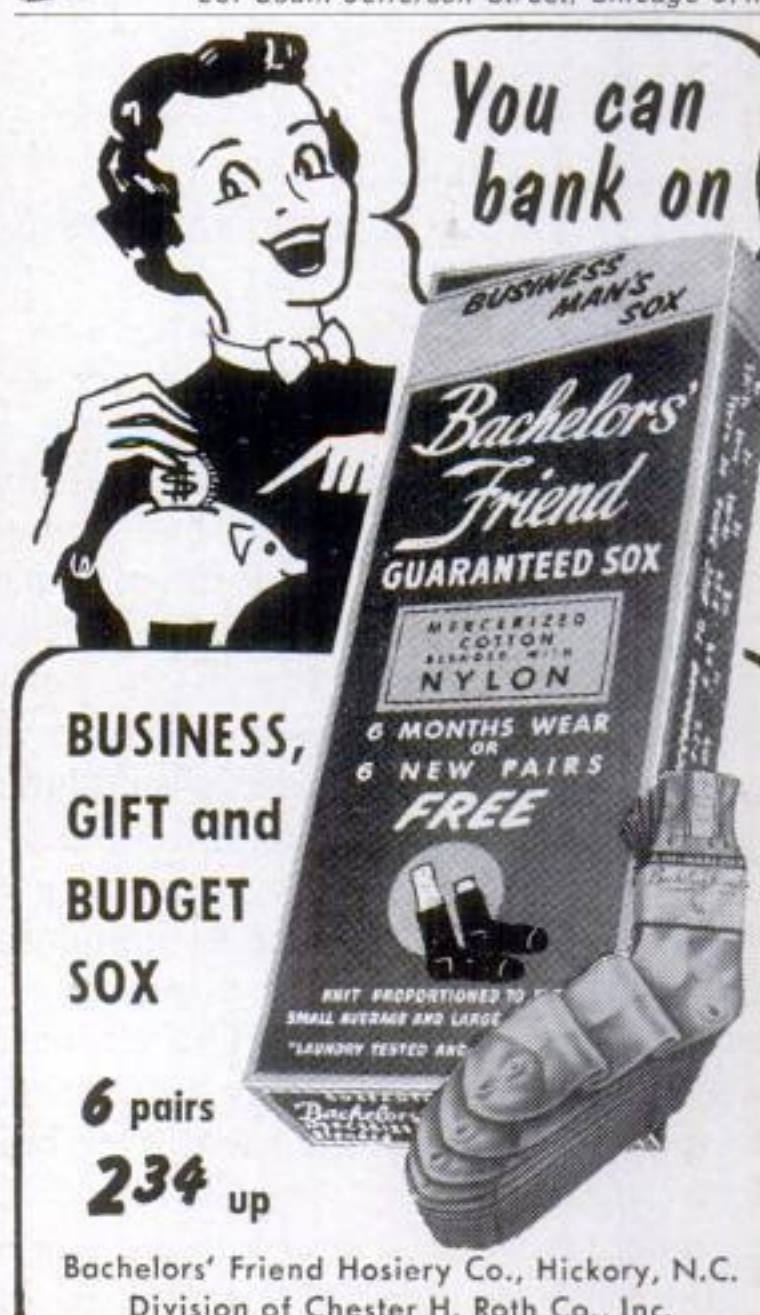


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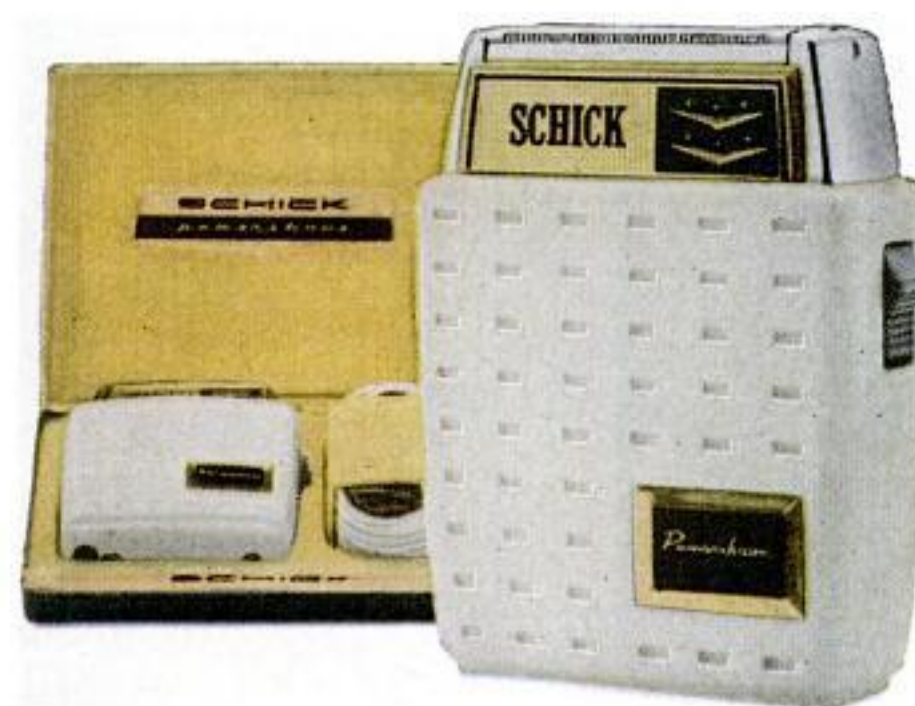
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Measure Mazola Oil, lemon juice or vinegar, water, salt, sugar and Tabasco into saucepan. Heat to boiling. Keep hot for basting chicken. Mix thoroughly before each basting. If you prefer a highly seasoned sauce increase Tabasco and add mustard and Worcestershire sauce.

TO BARBECUE CHICKEN*:

Select two or three broiler-fryer chickens split lengthwise, quartered or breast and leg parts. If using halves or quarters, hook wing tip behind shoulder joint onto back. Brush with the barbecue sauce. Place on grate set 12 inches or more from heat—skin side away from heat. COOK SLOWLY until tender, turning frequently and basting each time. Allow 1 to 1½ hours total cooking time. Drumstick should twist easily out of thigh joints. If parts are used, thickest pieces should be fork-tender. Just before serving brush chicken with any left-over sauce or use for dunking.

*Excellent results depend on slow cooking . . . glowing coals (not flame) and proper distance from heat.



Everybody just *loves* chicken! And here's tender, tasty chicken at its best. Let's have a Chick-N-Que! It's America's favorite way of enjoying feasting and fun out of doors. Clip the menu and recipe and gather 'round the grill for a chicken barbecue tonight and *often* this summer.

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unnerving. The hand on the helm becomes convulsive, judgment clouds, blood pressure rises, and the mistakes follow fast.

The exact nature of Sopwith's symptoms is not recorded, but his judgment faltered again at the start of the next race and he nearly fouled out to *Rainbow* while the boats were maneuvering for position. Vanderbilt, ordinarily alert to the most microscopic advantages which might accrue to him under the rules, chose not to protest and the race started. The windward leg was tense, with *Endeavour* getting to the mark a few seconds ahead of *Rainbow*. Better sail handling at the mark allowed Vanderbilt to turn faster and keep moving. He held high on his course and began to inch up on *Endeavour* to windward. The two yachts came nearly side by side about 350 feet apart.

At this moment Sopwith luffed, or turned into the wind, to keep Vanderbilt from passing. This was a standard racing maneuver designed to slow up his adversary by forcing him off course and into the wind. It involved a risk of collision and was permitted only so long as the luffing skipper was sure his boat would strike the other vessel forward of the mast. The long cruel bow of *Endeavour* sliced up toward *Rainbow*. Despite cries of warning from his crew, Vanderbilt made the split-second decision that *Endeavour* could not hit him forward of the mast and that therefore the foul would be on Sopwith. The American skipper grimly held his course and waited for the impact. It never came. Sopwith, not wishing to force a collision, gave up his luff and, as *Rainbow* slid by, decided to protest instead. As *Endeavour* crossed the finish line the little red protest flag was fluttering in her rigging.

Many hours passed before the committee announced its decision, and when it came Sopwith heard it in stunned disbelief. It had been decided not to entertain his protest because of a clause in the rules which provided that a protest flag be displayed "promptly" and not some time later, as Sopwith had done.

Newspapers which had never previously carried an inch of yachting news ran editorials excoriating the hapless committee for having hidden behind a technicality. Although he was furious, Sopwith sportingly said little. But his morale, along with that of his crew, was shaken. He came out to face an inspired Vanderbilt who took the next two races and the cup. Once again Anglo-American amity was at the bottom of the bay.

To this day British yachtsmen curl their lip at the thought of this "rawest of all raw decisions," and the committee that made it is an object of loathing along the Solent. But the story is not quite so simple, nor was the committee so cowardly as it would seem.

To begin with, Sopwith made the mistake of protesting not only the luffing incident, where he had good grounds, but also the incident before the start, where Vanderbilt had a much stronger claim than he. Since protests must be heard in the order in which the alleged fouls occur, the committee would have been forced to hear the earlier incident first, and on the evidence would probably have disqualified Sopwith.

Even if it had not done so, there is still a good chance that Sopwith would have lost on his second protest, although this will never be known (the rule has since been changed, at Vanderbilt's behest, to make luffing situations easier to settle).

Strict interpretation of the rules, however, was the least of the committee's worries. No matter which skipper was disqualified, there was good reason to think that he might refuse to race any more.

All this happened 24 years ago, and exactly what passed through the minds of the committee cannot be ascertained today. But there are those who were close to the situation at the time who are convinced that the committee, feeling that a proper decision either way would be fatal to the races, chose deliberately to draw the fire toward itself and its ridiculous ruling until tempers cooled.

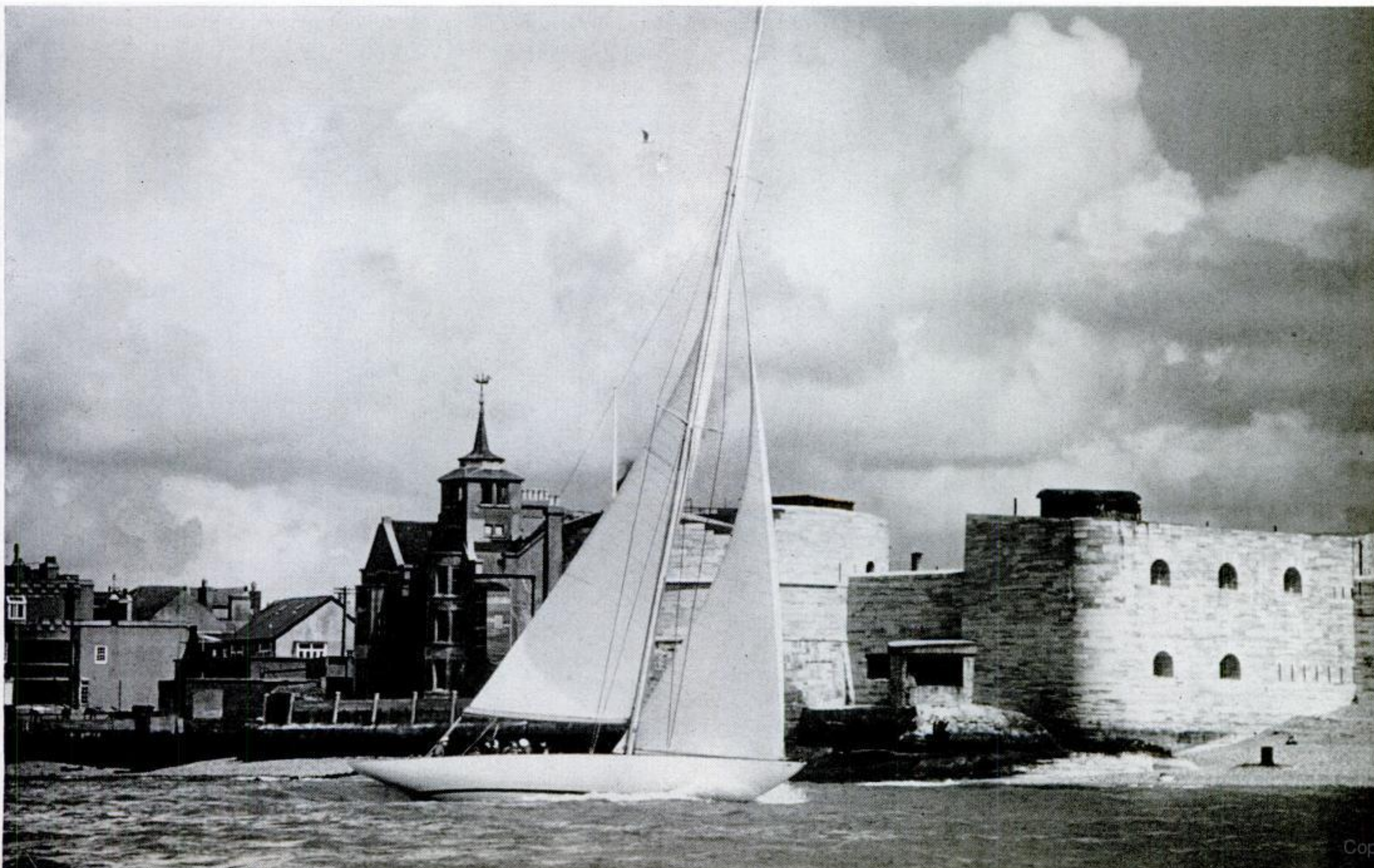
Sopwith and Vanderbilt meet again

SOPWITH took the decision and his defeat like a man and came back for another try in 1937 with a second *Endeavour*. In 1934 sheer helmsmanship in an inferior boat had done the trick for Vanderbilt. But he was not happy over the cloudy outcome of the series, and when Sopwith's 1937 challenge was received, Vanderbilt decided to have one more go. Before this he had always been a syndicate member. This time he took on the entire burden himself. He got the best designers, the best sail handlers, the best crew. The result was *Ranger*, the best-built and best-handled racing yacht ever. Sopwith's *Endeavour II* simply could not stay with her. *Ranger* sailed away, beating *Endeavour II* four straight and by some of the largest margins in 50 years.

And that was all that this paragon of yachts ever did. Like other modern cup defenders, *Ranger*'s usefulness ended when the cannon blasted at the end of the last cup race. She was broken up shortly afterward. Her like will never be seen again. Of the six J-boats built in the U.S. not one is in existence today.

After *Ranger*'s victory 20 years passed without a challenge, the longest lapse in the cup's history. A growing realization that the hiatus would continue as long as the races were limited to the prohibitively expensive J-boats prompted the initiation of talks between the New York Yacht Club and the Royal Yacht Squadron last year to see what could be done to revive interest. It was decided to conduct the races in 12-meter yachts, of which there are a number on both sides of the Atlantic. Although it is not much more than half the size of a J-boat, the 12-meter is the largest sloop being raced today. It is shaped much like the J-boat and has the same sort of elastic measurement rule. Whether *Vim* will defend for America against the British *Sceptre* (below), or whether it will be one of the three other new twelves now being built, will not be decided until the official trials in July. Only one thing is sure. If the races are close, the fur will fly. It always has.

LATEST CHALLENGER SEEKING THE AMERICA'S CUP IS SLEEK BRITISH YACHT "SCEPTRE," HERE IN PORTSMOUTH HARBOR. SHE IS NOW MAKING TRIAL RUNS





ITALIAN SOLDIER,
"WHITE SISTER" (1923)



FOREIGN LEGIONNAIRE,
"BEAU GESTE" (1926)



"BULLDOG DRUMMOND
STRIKES BACK" (1934)



HEROIC LAWYER (1935),
"TALE OF TWO CITIES"



BRITISH DIPLOMAT,
"LOST HORIZON" (1937)

THE DEPARTURE OF A DEBONAIR STAR

Ronald Colman, English-born, became one of the great actors of American films. He started as a clerk in a shipping company, served in the trenches of World War I. His first important U.S. movie was *The White Sister* with Lillian Gish in 1923. Then for more than 25 years he glowed in Hollywood, darkly dashing, suave, debonair and elegant.

His roles (above) won him a warm place in moviegoers' hearts. He was the polite detective in *Bulldog Drummond*, impeccable thief in *Raffles*, self-sacrificing Sidney Carton in *A Tale of Two Cities* and valiant legionnaire of *Beau Geste*. There were more than 50 movies altogether, all marked with Colman's polished charm and grace. In 1950 American moviemakers in a poll placed Ronald Colman and Sir Laurence Olivier as equals and second only to Charlie Chaplin as the half century's greatest.

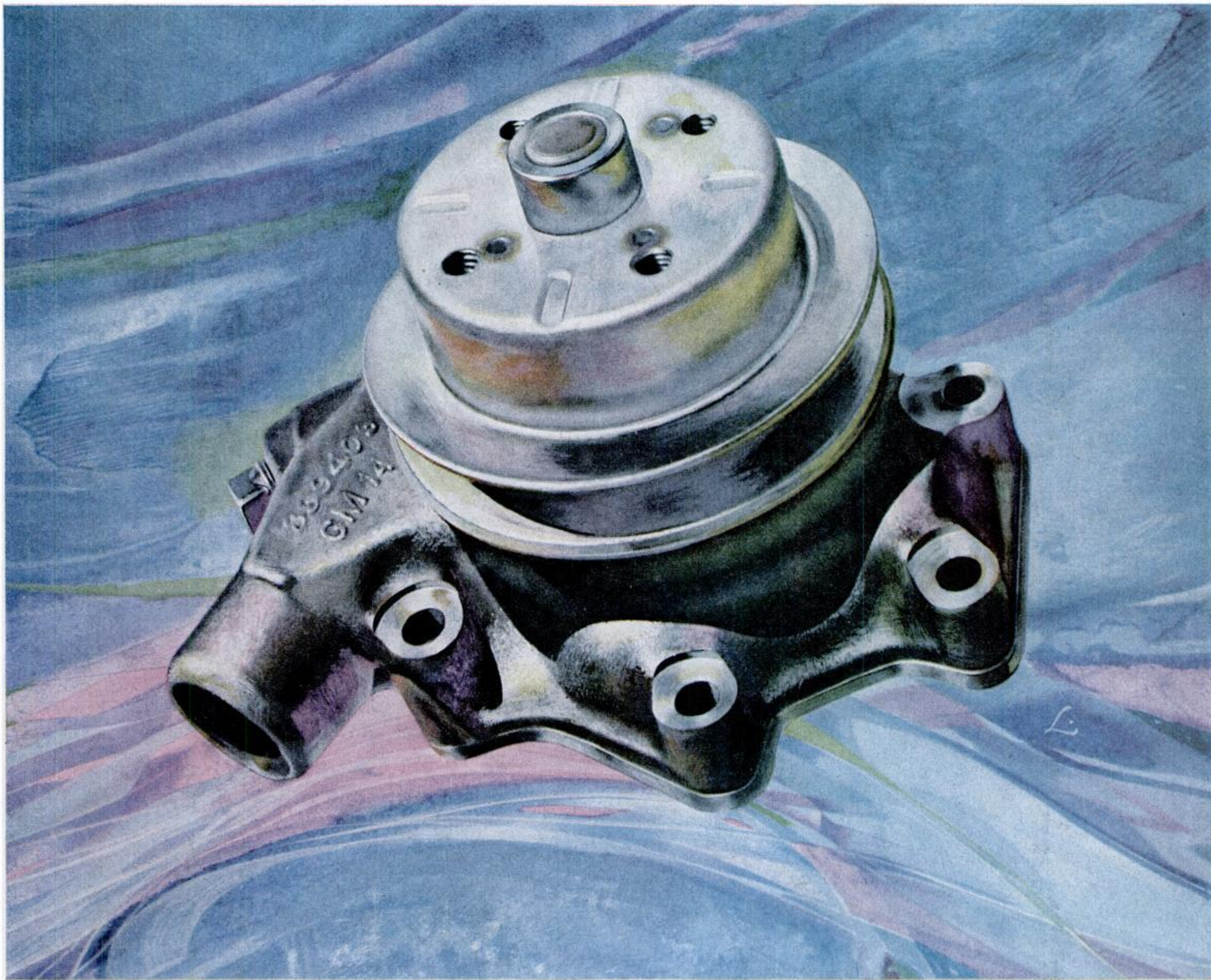
And last week Ronald Colman died and old friends journeyed to the Santa Barbara suburb where he lived to pay their last respects. But the best tribute had come from his wife, the actress Benita Hume, in a letter that she had written to a film magazine just a few weeks before her husband's death. Her husband, she said, was not languishing by his fireside as she felt the magazine suggested, wistfully longing for parts from which his age barred him. "It is perfectly apparent to him, if not to you," she wrote, "that people are born, they live, they grow old and they die, and Mr. Colman has not cornered the market in this respect. . . . Nor are his diverse interests in life contingent upon remaining 35 for all eternity. . . . Ronald Colman is not and never will be the less magical for being mortal."



THE FUNERAL PARTY approaches the All-Saints-by-the-Sea Episcopal Church in Montecito, Calif., a suburb of Santa Barbara. Actor William Powell is escorting Mrs. Colman while another old friend of Colman's, silent film star Richard Barthelmess (wearing glasses) escorts the Colmans' 13-year-old daughter Juliet.

← COLMAN, HERE SHOWN IN 1955, SPENT FINAL YEARS AT MONTECITO HOME

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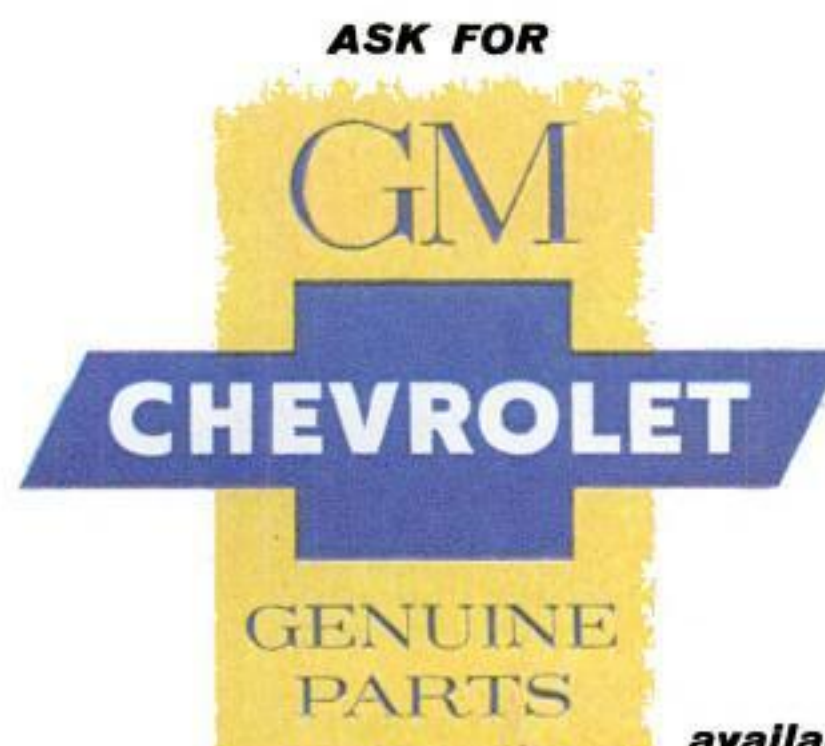
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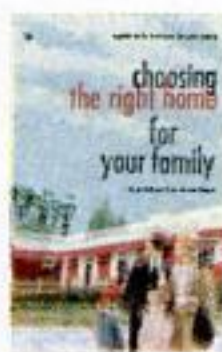


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'Farmers like a man who stands by his convictions'

EZRA TAFT BENSON, U.S. Secretary of Agriculture, has stood as unshakable as a stone barn for five bitter years, suffering almost daily abuse from Democrats and farm-bloc lobbyists, hostility from many Republicans, high and low. On one occasion he also was the target for eggs thrown by some farmers who liked neither him nor his policies. An apostle of the Church of Jesus Christ of Latter-day Saints, Benson took all this with Mormon calm—even the egg-throwers. "I always felt the good farmers themselves were home on their land working," he said, adding, "I don't think farmers like the wishy-washiness of bending to every political wind. They like a man who stands by his convictions."

Benson may be right. His popularity with farmers has suddenly climbed—whether because of his monolithic adherence to principle or because major parts of agriculture are unmistakably

prospering. Livestock prices are highest since 1952; the over-all farm price index is highest since 1953; per capita farm income highest in history. In Congress an unseemly politeness toward Benson has been recently observed, and there has been a remarkable drop in Republican pleas to the President to "dump Ezra by election time."

A graduate agricultural expert, a Mormon missionary abroad, Benson, now 59, entered politics at the invitation of Eisenhower, who has steadfastly supported the Secretary's controversial policy of setting flexible price props on farm goods. Benson would like to think these policies were at least partly responsible for the big hand he got as he barnstormed the Midwest recently, accompanied by LIFE's Ed Clark—who also went along on a morning-off in Virginia (*next pages*). But all Benson would say was a cautious, "The hour of a man's success is his greatest danger."



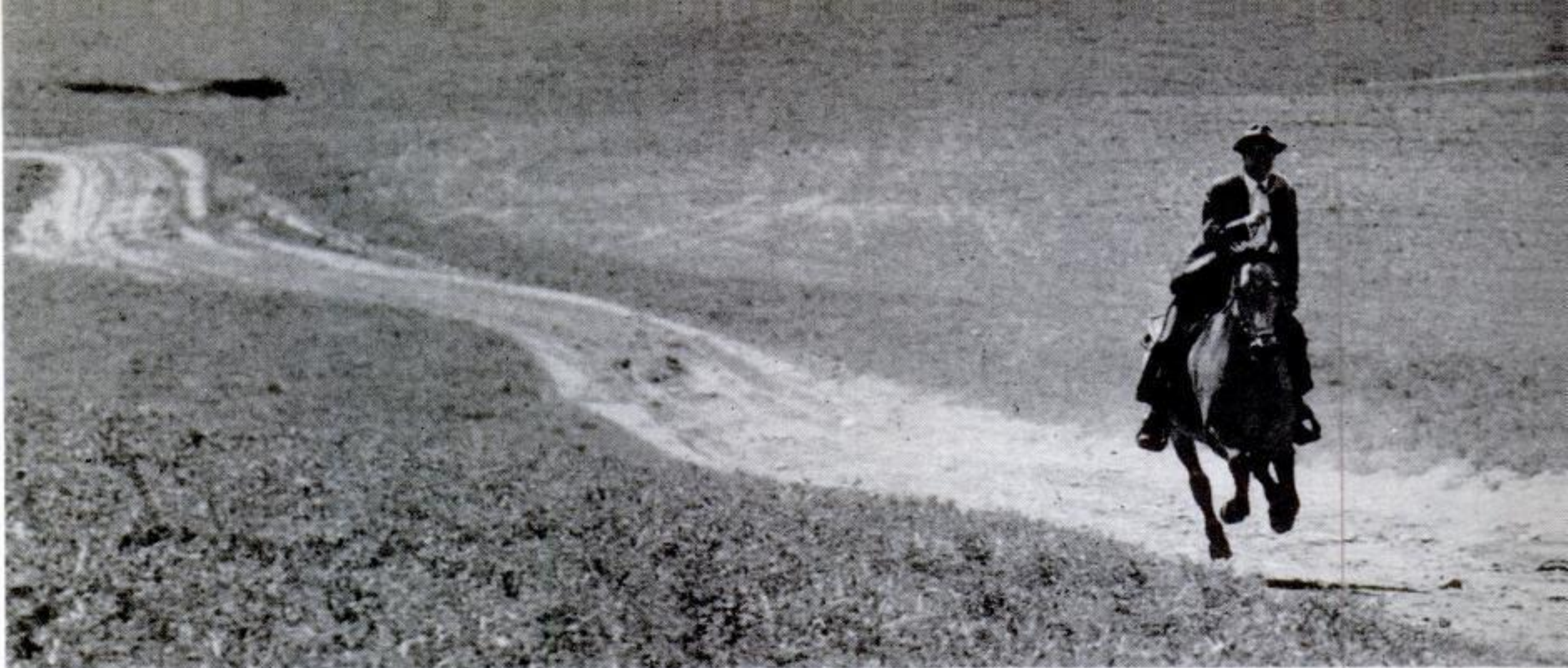
In a Pacific, Mo. farmyard owned by Frederick Grimm, Ezra Taft Benson on recent Midwest farm visit chats with Mrs. Grimm as Mrs. Benson holds two-month-old Freddie Jones, a Grimm grandson.

"It's pretty hard to be mean when you work with living things. I guess Mrs. Benson and I would still be on the farm ourselves if the commissioners hadn't come around one day and drafted me county agent."

BENSON CONTINUED

MOUNTED on a palomino, Ezra Benson (right) with a friend Cliff Walker gallops back to the stable of Fiery Run Ranch near Front Royal, Va.

"I like to take a hard ride in a good old Western saddle. I used to ride the range out near my father's place in Idaho where I was born."



'I like a hard ride in a good old Western saddle'

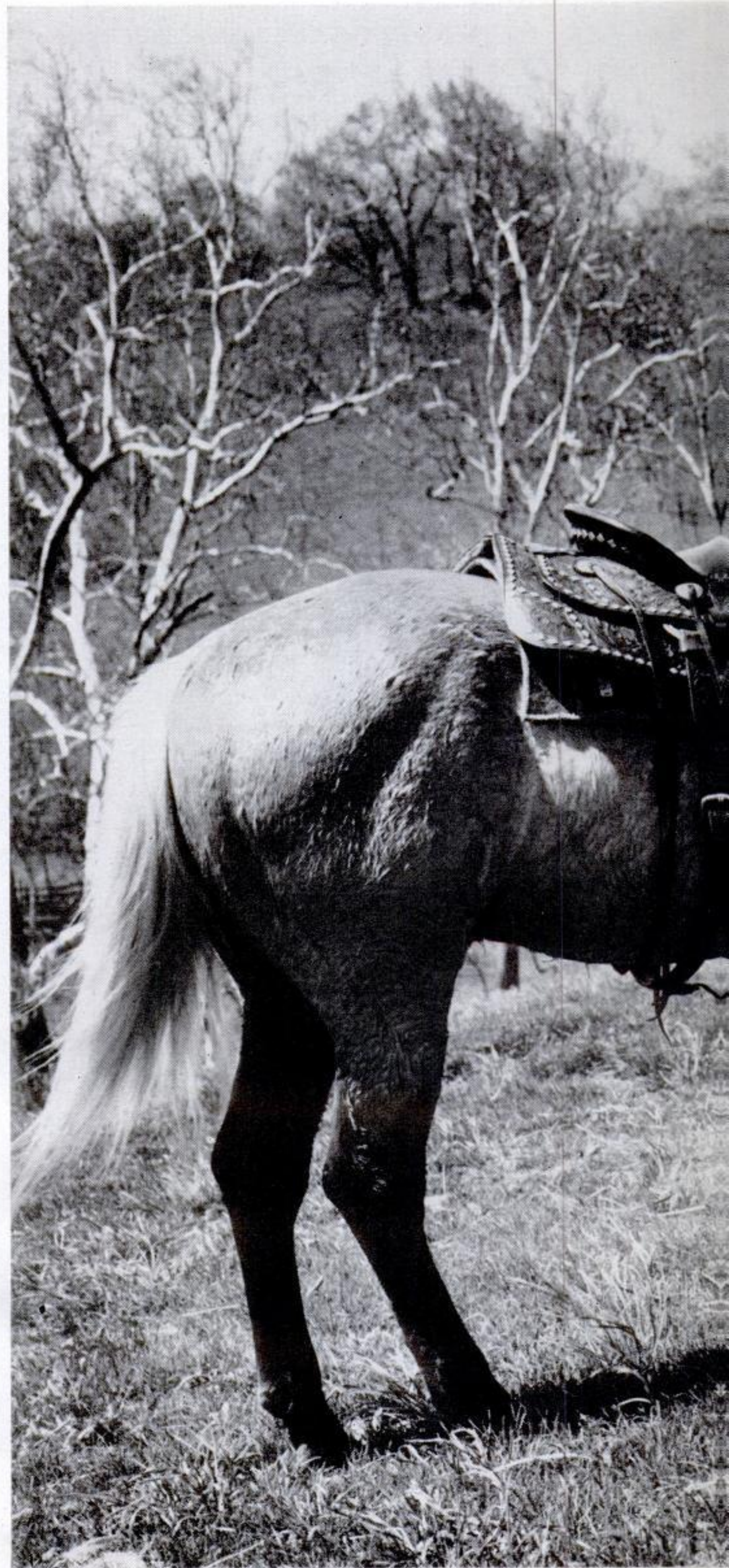


LURCH by favorite palomino, who was drinking in Fiery Run, almost throws him, but he recovers quickly.

"I used to ride a Tennessee walker out here called Trigger. Real spirit. But it wasn't sure-footed enough on the rocks so I turned to Golden Gubber here."

STRETCHED out on a grassy hilltop, Ezra Benson soaks up the first warm sun of a Virginia spring.

"I like to ride along a while, then lie in the sun. There's only one thing more than good prices to make a farmer happy—that's sunshine when it's time to plant."





WHILE on ranch, owned by his friend J. Willard Marriott, Benson, who rarely leaves work except on Sunday, Calls Washington office by radio-telephone.

"I frequently have a hankering to get out close to growing things. I think a man has to get away from Washington if he is going to keep his perspective."





IN House, Benson chats with arch-critic, Agriculture Committee Chairman Harold Cooley.

"As for critics, I don't have any personal bitterness toward any man. I love all God's children—but I love some more than others."

BENSON watches Eisenhower plant a tree on White House lawn to honor people for forest fire prevention.

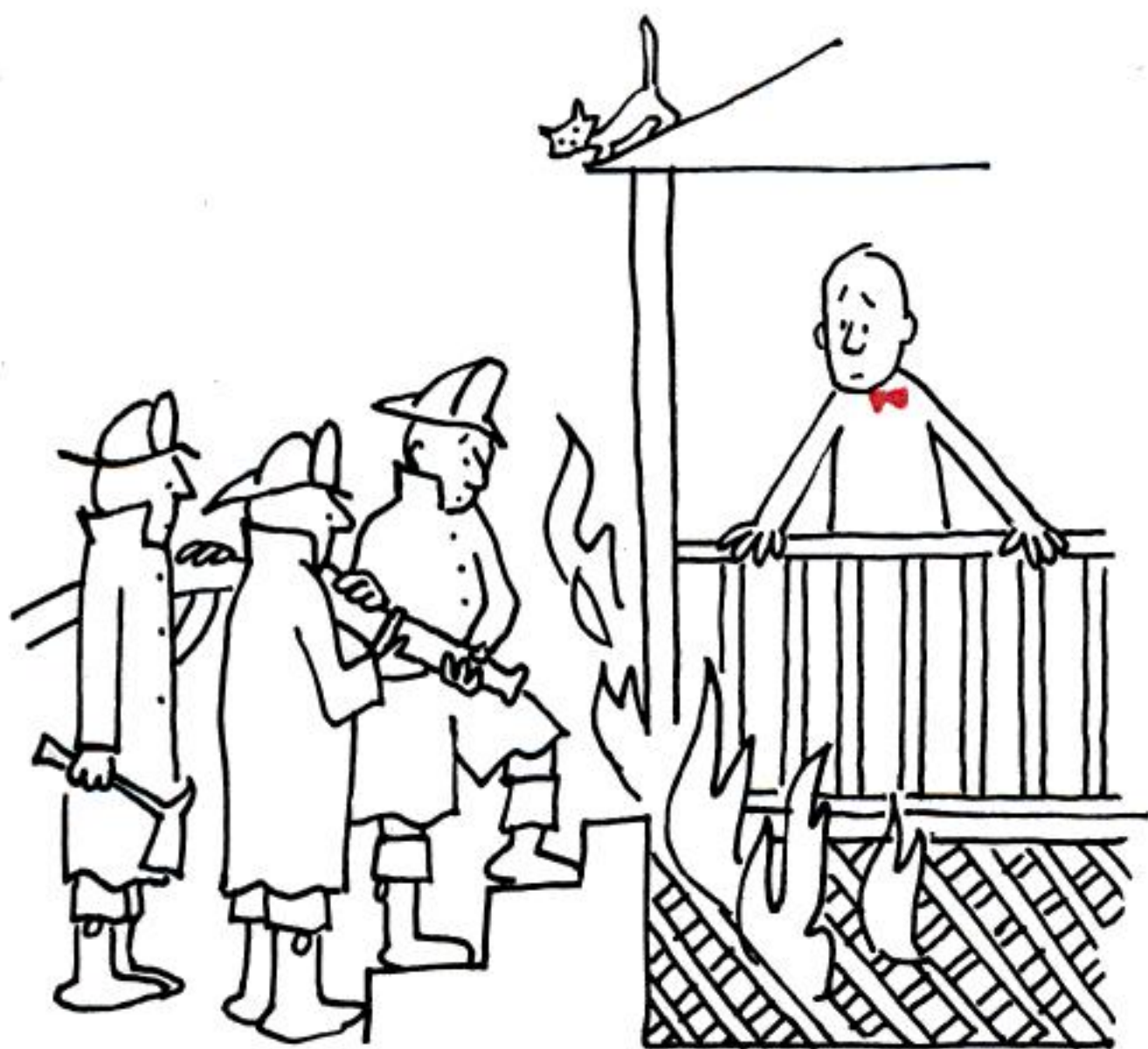
"I recall one time when the President said, 'Ezra, I want you to the bitter end.' 'You are implying the end will be bitter?' I asked. He laughed and said no."



POLICY STAFF meeting in Benson's office opens with a prayer from Assistant Secretary Ervin L. Peterson (standing). Benson (at desk) is the first churchman in a presidential cabinet in a century.

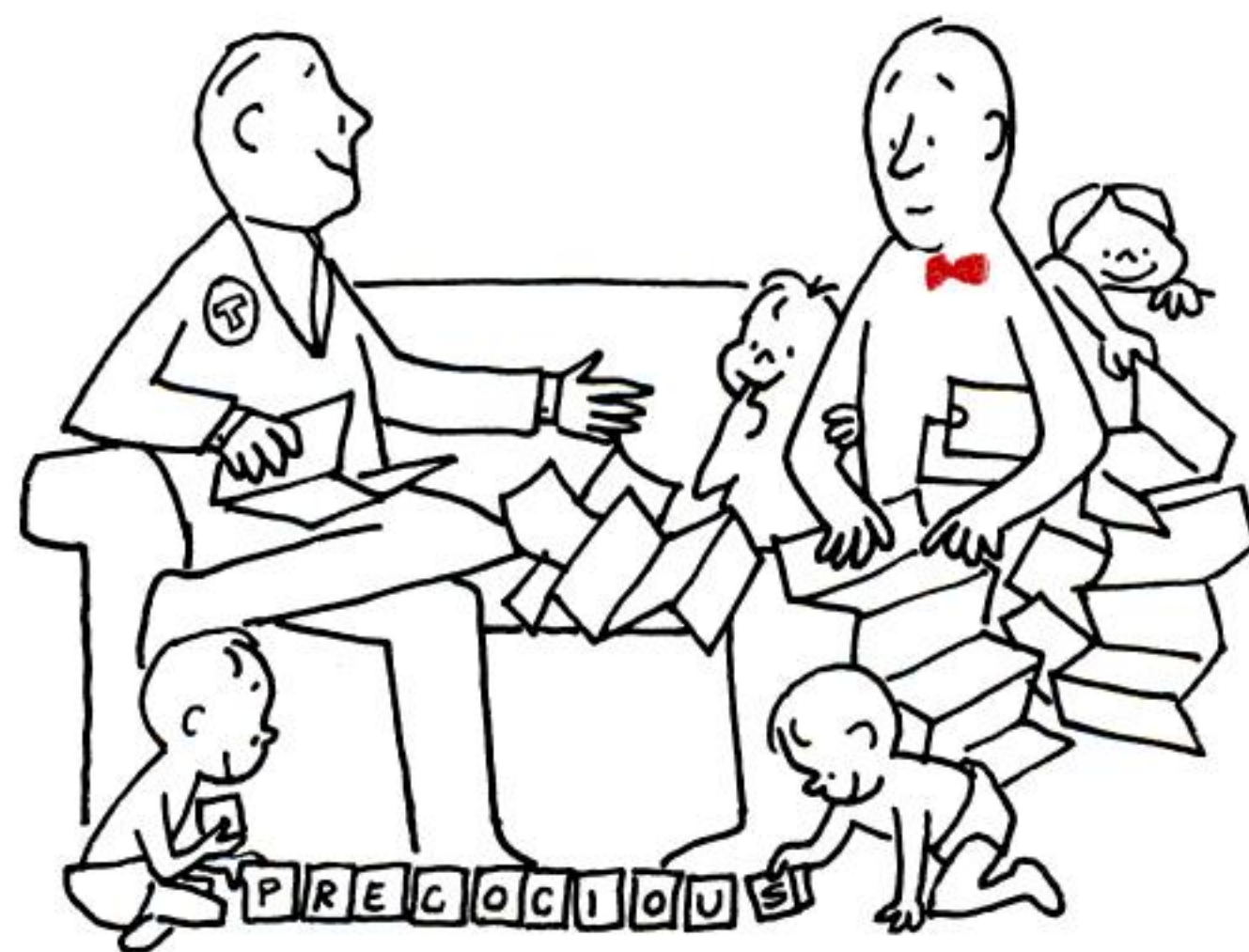
"I have never been embarrassed by my church position. When I was appointed, churchmen of all denominations wrote how pleased they were that a man in religion had received such an appointment."





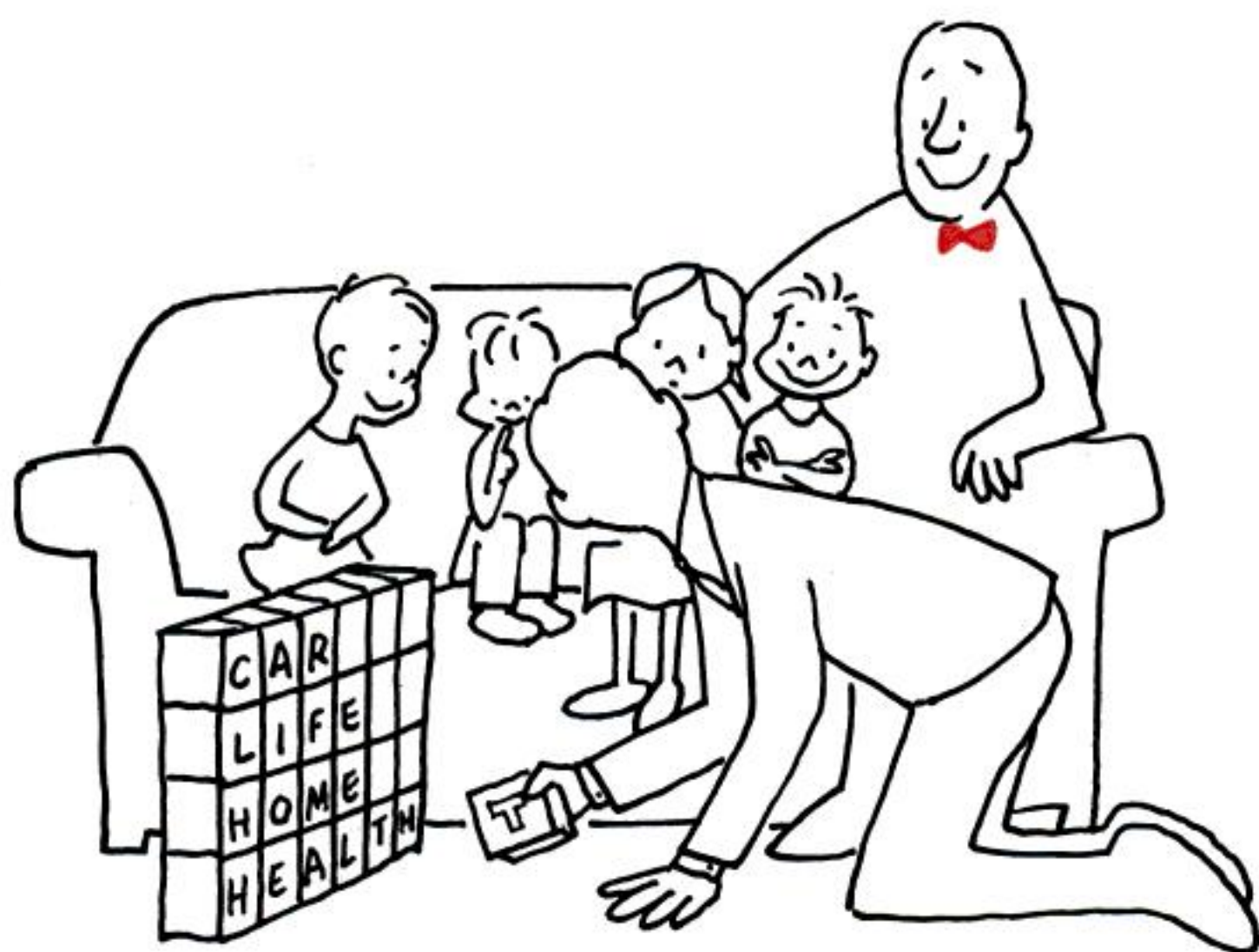
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The Royal Oaks Manor Subd.-41
Spratlin-Millard Spring Mill-Scot Valley-70
Columbus Lindsay Creek Park, Clairmont Road-30
Decatur McIntyre Realty Leigh Park-37
D. L. Stokes & Co. Tilson Heights-70
P. N. & S. Construction Co. Dial Heights-150
Doraville J. Cox Realty Winter Hill Subd.-100
Forest Park Greenwood Acres 49
Marietta H. Simpson Realty Red Oak Park-50
Smyrna L. F. Daniel & H. W. Clay
Cherokee Hills-30
L. F. Daniel & H. W. Clay Green Ridge-30
L. F. Daniel & H. W. Clay La Belie Heights-30
Thos. J. Northcutt, Inc. The Highlands-75
W. Wyman Pilcher Woodlawn-31
Uplands Construction Belmont Estates-75

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Addison G. Wallach Assn. Edgewood Estates-125
Aurora Don L. Dize Boulder Hill-20
Champaign Shopland Homes Lincolnshire Subd.-30
Crystal Lake H. Hill Const. Co. Crystal Lake Manor-90
Deerfield Tripoli Homes Deerfield Woodlands-32
Duoin Dorchester Homes, Inc. 90
Henning E. Johnson Meadow Lane Homes-60
Dundee Gillilan Land Co. Sleepy Hollow Manor-60
Joliet Sugar Creek Woods Realty 60
Leyden Township Able Construction Co. 77
Markham Henry Berg Viking Homes-50
McHenry Ladd Enterprises Highland Shores-150
Midlothian Jolly Homes Breminshire Estates-500
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Wentzville Gross Bros. Const. Pendar Subd.-30

MONTANA

Great Falls R. P. Gaither Lewis & Clark Homes-40
Robert Keller Sunrise Homes-30

NEBRASKA

Bellevue Ludwig & Sons Contractors
Bellaire Dev.-30

NEVADA

Carson City J. J. Matthews Corp. Kings Manor-45
Fallon Stewart Dinwiddie Mori Meadows-35
Reno Spiering Homes Hillboro Meadows-50

NEW JERSEY

Atlantic Highlands Harbor View Realty
Harbor Bluff-30
Bayville Bel Aire Park, Inc. (Route #9)-200
Cranbury Carl Gordon
Cranbury Estates (Route #130)-45
Elm Winslow Const. Co. Racine Gardens-50
Pennsville Cinderella Homes
Pennsville Valley Pk.-100
Raritan Borough (adjoining Somerville)
Brookfield Homes Old York Road-60

NEW YORK

Alden John Bontrager Jr. Aldencrest-30
Alegany Miller's Home Dev. Willard Street 15
Bay Shore Wm. Wingerath Wingerath Homes-90
Camillus Orchard Village, Inc. 65
Center Moriches C. Crowley
Moriches Bay Estates-30
Coram Donald T. McLaughlin Pine Lake Park-30
East Hampton Wm. Hetzel Builder
Clear Water Beach-30
E. Patchogue Carlson & Young Custom Homes-30
Eden Spencer Bros. Pleasant View-15
Elma Graham Brush Brush Homes-17
Hampton Bays W. Tomasek Hampton Homes-30
Islip Northwood Village 200
Montauk Charles Crowley Oceanside-30
N. Babylon D. Domino & Sons Celeste Gardens-32
Port Jefferson A. J. Calace Grayside Builders-30
Ronkonkoma A. R. Parra Lido Const.-90
Shirley E. Dressel Ocean Home Enterprises, Inc.-90
G. C. Parra Shirley Bldg. & Const.-90
South Haven W. F. Walker & Son
Walker Homes-30

NORTH CAROLINA

Asheville F. & D. Pearlman Wytchwood Acres-36
Charlotte R. H. Curry & Son, Inc. Foxcroft-35
John Thomason Const. Co. Fairmeadows-35
Concord Carolina Homes, Inc. Seidefield-36
Kannapolis Carolina Homes, Inc. E. Jackson Pk.-40

OHIO

Aurora F. J. Ruzicka Beechwood Allotment-46
Bay Village Price-Kauker Co.
Huntington Valley Est.-70
Brecksville Chippewa Hills Dev.
Brookview Drive off Fitzwater Rd.-34
Broadview Hts. Tallis Bldg. Falls Lane Estates-40
Brunswick Bobbie-Lee Homes
Rt. 138 & 103 off W. 130 St.-92
Chesterland F. Bagaria Charter Oak Estates-60
Cincinnati Modern Builders Brentwood Village-40
Dayton American Constr. Co. Russet Ave. Park-70
H. C. Huber Const. Co. Huber Heights-500

Ray Coombs Builder Green Knolls Dev.-30
N. Meixner & Sons Liberty Meadows Westside-30
Elyria Brusino Eastgate Gardens Inc. 30
Fairborn Hupp & Roehner Linmar Subdiv.-30
Fairfield Frechtling Homes Co. Hicks Manor-30
Forest Park Frechtling Homes Co. 30
Fostoria Madson Const. Madson Addition-30
Howard Schreiner Stearns Crest-30
Mansfield Chas. & Duane Getz Getz Manor-31
Olmsed Township K & L Builders Oxford Pk.-30
Perrysburg Frank Spohler Builders 30
Poland K. H. Mitchell Const. Frontier Town-50
Reading Gallenstein Bros. Cherryfield Acres-60
Streetsboro Boro-Haven Inc. Boro-Haven Subd.-95
Kaylor-Peffer Real Estate Corp. Hale Subd.-40
Toledo H. Fleitz Const. Delta Addition-30
Fram Dev. & Const. Green Bush Knolls-30
Fram Dev. & Const. Ottawa Hillside-92
Secor Homes Inc. Grosse Point Manor-30
Secor Homes Inc. Sunnyside Sub-Division-30
Troy C. W. Sharp, Inc. Meadowlawn Homes-40
Warren Cosmopolitan Housing Riverlea Subd.-90
United Construction Co. Crestwood-30
Westlake Costanzo and Cipiti Bldrs.
Canterbury Village, Melibee Rd.-36
Youngstown Colantone Bros. Willowood-60
Cosmopolitan Housing Herron Hts.-115
Elrock Construction Timberlakes-30
H. & M. Construction Highland Park-50
Harry Lev. North Schenley-35
Al Lucette Co. Highland Park-60
United Construction Highland Park-75

OKLAHOMA

Lawton Ben Hinkle Greer Addition-30
Jones & Glenn Country Club Estates-30
Jack Kytte Selected Center-30
Robert McFarland Heinz First Addition-30

OREGON

Portland Mahaffy Const. Co. Sun Bow Valley-30

PENNSYLVANIA

Aston Richard Kelly Village Green Farms-55
Aston Twp. Woodbrook Dev. Pennell Road-70
Boothwyn Griffith & Shedler Bldrs.
Boothwyn Acres-30
Bradford A. Miller & Son Lumber
Miller's Home Center-15
Centre Sq. George Fad Meadowland Manor-106
Cheltenham P. F. Newman Oak Drive Estates-30
Chester Norris Park, Inc. 44
Shooster Const. The Knoll at Wallingford-32
Coraopolis DiCicco Bros. Pleasant View Court-30
Cumberland Co. Allendale Dev. Allendale-70
Dallas Whitesell Bros. Oak Hill-30
Downington Facciolo & Barrett Bldrs. Foxcroft-30
East Whiteland Township J. Blumenfeld
Sunset Grove-60
Erie Atlas Const. Co. Scenery Hill Subd.-30
Gwynedd Valley Delaney-Ward
Gwynedd Gardens-189
Havertown Crown Const. Merion Golf Manor-90
Jeffersonville T. MacFarlane Westover Woods-123
King of Prussia L. J. Brandolini
Spring House Farms-55
Hidden Valley Corp. Candlebrook-50
Home Trends, Inc. Salem Candlebrook-71
Lawrence Park Glenn Ripley Const.
Lake Cliff Subd.-30
Lenape Field & Dickey Brandywine Hills-50
Lenni Paul Cotler High Point Acres-80
Middletown Township
Mailman Const. Wyncroft Parade of Homes-30
N. Pizio & Sons Wyncroft Parade of Homes &
Crum Creek Valley-36
Pomeroy Realty Crum Creek Valley-36
Pomeroy Realty Wyncroft Parade of Homes-80
Wm. F. Poole Wyncroft Parade of Homes-30
Neshaminy Edith Friedman Forever House-200
No. Wales Cleveland-Yerger Merrybrook-90
Wilson Forbes Const. Gwyn Acres-100
Philadelphia Andorra Homes 1605 Lattimer St.-34
Pittsburgh E. F. Cassidy, Inc. Lebanon Crest-35
Pottstown Wedde Building Supply
Longview Heights-84
Prospect Park J. J. Nuttall
Prospect Park Lane Estates-30
Radnor Township A. E. Stern
Radnor Valley Estates-34
Ridley Township G. Gallagher Const. Co.
Swarthmore Estates & Sutton Farms-31
Rose Valley Rose Valley Realty
Rose Valley Homes-40
Roslyn Village Green Dev. Corp.
Abington Woods-40
Springfield Leary Ave. Estates 30
Valley Forge Fanelli Brothers Glen Hardie N.-65
Wallingford Alessi Homes Wallingford Farms-75
Cotler Const. Co. Wallingford Glens-140
West Chester Rem Const. Mayfield Gardens-53
W. C. Homes, Inc. Glen Acres-104

SOUTH CAROLINA

Charleston Ralph W. Sadler Sandhurst-30
Cheraw Reid Bldg. Supply Co. Reid Park-15
Columbia Southern Builders Farrow Terrace-30
Greenville Hughes Real Estate Chestnut Hills-30
Iva West Lumber Co. Hampton Heights-30
Johnston Colonial Acres Realty Colonial Acres-20

SOUTH DAKOTA

Sioux Falls Miller Brothers Miller Homes-30

TENNESSEE

Frayser J. T. Mahoney Const. Georgian Hills-60
Knox County Fonde-Brown Rambling Acres-30
Memphis Beasley & Olds
Raleigh Bartlett Meadows-156

Cooper & Vaughn Const. Northgrove Village Subd.-30
Ben P. Dlugach Parkview Acres-35
H. Dlugach Avon Gardens (2nd Add.)-42
L. & W. Epstein "Bildors"
Mason-White Sta. Rd.-50
Willowdale Subdivision-53
P. L. Gallina Walnut Grove Valley-60
Jayron Builders, Inc. Jayron Builders-40
W. D. Jemison & Son
Knob Hill Rolling-Acres Subd.-30
S. Kutner Normandy Meadows Subd.-30
L. L. Mariano Indian Meadows-35
Middleton Const. Kensington Gardens-30
R. L. Mott Walnut Grove Valley-60
Okeon Const. Willow Park Subd.-90
Charles W. Russell Glen Park-30
Thompson & Russell (Sub-Division)-30
J. Saliba & M. Simon Scenic Hills Subd.-60
S. H. & Walker Hall Woodland Estates-260
S. Weiner Const. Co. Mary Lou Subd.-35
Bob Winstead Glencrest Subd.-130
Jim Wood Company Laurie Lane Subd.-32
Nashville Haury & Smith Seven Hills #2-40
Raleigh Beasley & Olds Scenic Hills Subd.-30
Hugh L. Gregory, Builder Scenic Hills-30
Charles R. Smith Scenic Hills-32
White Haven Raines Realty & Const.
Raines Terrace Subd.-30

TEXAS

Abilene Lynn A. Lee Lynn Lee Homes-100
Austin Colorado Building Williamson Park-30
Nelson Puett & Assoc. St. Anthony Village-30
Baytown Bayou Lbr. & Gray Lumber & Bldg.
Graywood-60
Baumont Thames & Hawthorn Hawthorn Place-30
Brownwood Bennett & Forbess Oakdale Acres-100
Burleson Haskey & Gamble Montclair Addition-33
Corpus Christi H. J. Annen Botsford Place-30
Fort Worth Newton Dev. Southwest Hills-100
Houston Harold P. Hill Longpoint Oaks-40
R. A. Smith & Son Hidden Valley-100
Hurst Norman Kilgore Shady Oaks-60
Jersey Village Johnny Johnson Jersey Village-30
Lufkin J. A. Bryan Tatum Addition-20
Midland H. T. Fenderbosch Wilshire Park-35
New Braunfels Richards-Krueger
R & K Subd. #1-30
Orange Dal Sasso Const. Roselawn Homes-100
Port Lavaca W. W. Van Der Hect
Burkeshire Add.-30
Refugio W. King Const. Co. Reiley Addition-20
San Antonio Quincy Lee Const. Bellaire-30
Skyline Park-30

VIRGINIA

Lynchburg English's Inc. Vista Acres-30
Norfolk W. W. Reasor Westmont Homes-41
W. W. Reasor Woodstock Estates-45
Weiss Const. Ingleside Shores-60
Virginia Beach H. W. James The Tall Pines-39

WASHINGTON

Renton Albert Balch President Park-15
Seattle James Rigby Salt Air Hills-150
W. Millersdale Dillon Const. Saddle Rock Vista-30
Yakima Campbell Bros. Alpine Meadows-32

WISCONSIN

Brookfield Ed Mathews Enterprises 30
Schuldes Const. Town & Country Subd.-40
Hales Corners Wm. Kilps Fountainwood Subd.-35
Wm. Kilps Hale Park West-95
Wm. Kilps Saroyan Court-30
La Crosse Raymond Brothers Wedgewoodland-30
Milwaukee American Const. Co. 40
Art-Way Builders 150
Brookdale Realty Country Side Homes-25
Burbach Const. 3060 So. 43rd St.-35
Chalik Homes Inc. 30
Classic Builders 30
Dicker Realty Calhoun & Burleigh-84
Dicker Realty E. Glencoe & Marty Court-31
S. Dwyer & Associates Real Estate 70
Forman Const. Co. Rosedale Dev.-50
Fredricks Homes, Inc. 60
House & Home Realty (Evco Const.)-35
Jordan-Jefferson Lake Drive-65
Ervin Kitt Builders 35
Lawson Const. Co. Lawson Realty-120
M & L Construction, Inc. 60
Mark Starobin, Realtor 45
Mierow & Wnuk D. Mierow Realty-60
Modern-Aire Bldrs, Inc. Karal Meadows-100
Jack Purdy Bradley Estates-95
David Refkin Long Island Homes-300
Royal Builders 60
Paul Russ Builders 30
Wauwatosa DuPreme Bldrs.
Beverly Hills Add. #1-32
Suburban Homes, Inc. 100

CANADA

NOVA SCOTIA

Spryfield Olie Const. Co. Leiblun Park Subdiv.-60

ONTARIO

Hamilton Grisenthwaite Const. Camden Court-71
Kitchener Dutchmen Home Builders Jackson Pk.-50
St. Catharines Braun Const. Glendale Ext.-32
Scarboro Denvalle Homes Orchard Park Subdiv.-30
Motalko Const. Orchard Pk. Subdiv.-31
Pugh Bros. Const. 100
Toronto David Gallo Homes Bolton-90

QUEBEC

Baurepaire Charton Const. Inc. Parkwood-30
Montreal Montrose Bldrs. Duvernay-65

2 great new ideas IN DENTAL CARE from Dr. West's

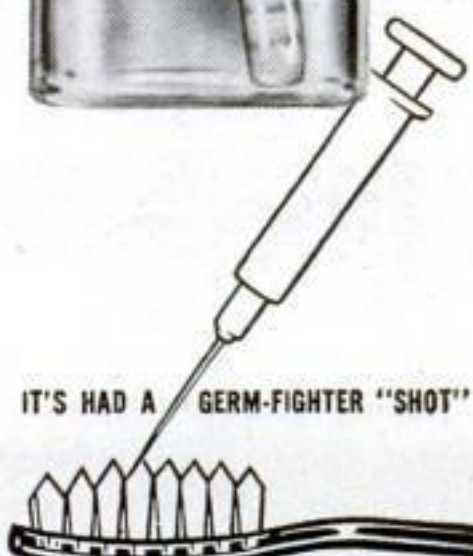
*More protection in a single brushing
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1 New Dr. West's Push-Button Tooth Paste The modern, convenient container says it's *new*... the tangy, refreshing flavor tells you something *good* is going on! New-textured Dr. West's paste flows smoothly and evenly without spurting. Penetrates tooth crevices for more thorough cleaning with polishing action. Here is the most modern dental care for your family... from Dr. West's! (NOTE: Take it on trips... travels safely with exclusive protective tip.) Special introductory price. **79¢**

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*Pats. applied for



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TELEVISION



OPENING FAN MAIL, ELFRIDA AND ROOMMATE, MARIAM KREISELMAN, A

A Prize Pupil of

Elfrida von Nardroff was under considerable strain last week, but she hardly showed it as she went over her fan mail or went out on a date. Having won \$166,500 on the TV quiz show *Twenty-One* (NBC), the 32-year-old New Yorker was out for more. "This happens only once," she said, "and I want to get as much as possible." She will have to quit sometime because she does not collect a cent until she retires or is beaten and has had to borrow \$2,000 to live on until she collects.

ELFRIDA VISITS NIGHTSPOT WITH RAY RIVENBURGH, ONE OF HER BEAUS.



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COLLEGE INSTRUCTOR, LAUGH OVER MARRIAGE PROPOSAL BY POSTCARD

Higher Earning

Like Charles Van Doren (LIFE, Sept. 23, 1957), Elfrida is the child of a Columbia University professor and set out to raid the coffers of quizland to get money for postgraduate study. She read atlases and almanacs, baseball manuals and encyclopedias for six months before her first appearance, gave up her job as a personnel manager when she got up into the big money. But she still got out her books and kept up on what has proved to be the highest paid homework in history.

SHE HAS NO PLANS TO GET MARRIED THOUGH IT WOULD SAVE ON TAXES



CONTINUED

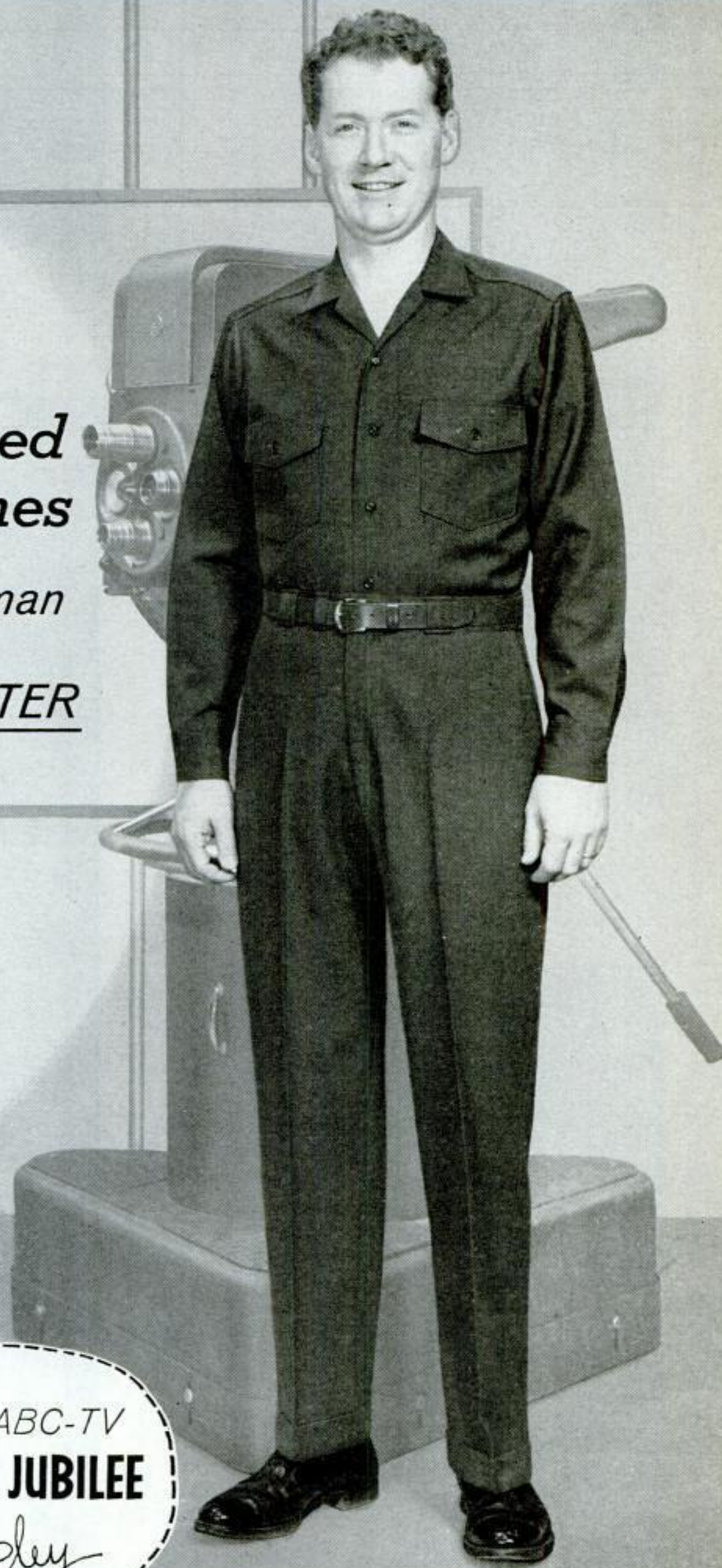


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in work clothes



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on any job
Look even BETTER*



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— Red Foley

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you'll

hardly know
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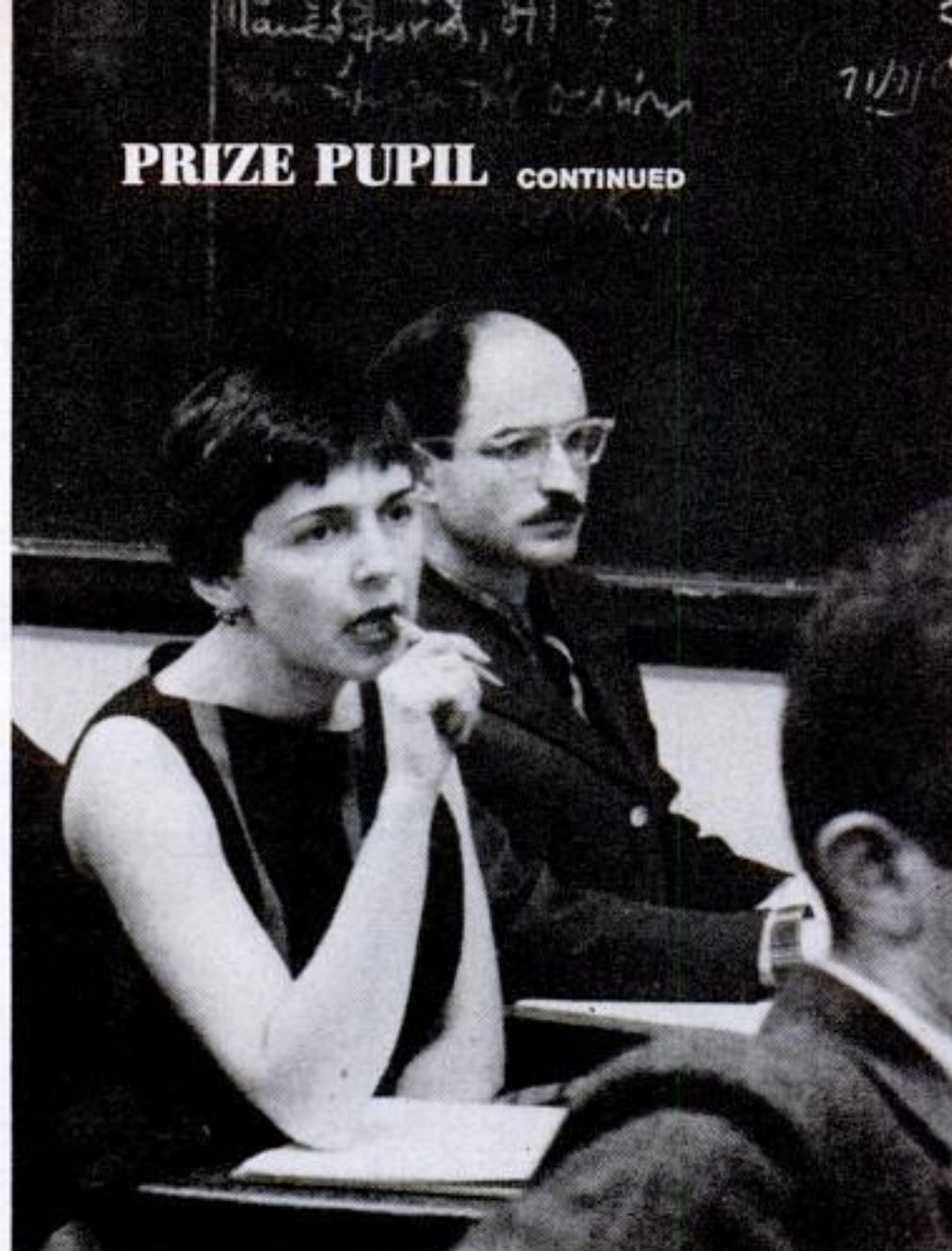
The new Noiseless is whisper-quiet and gives you 1-hp cooling capacity, 8,000 BTU's *guaranteed!* (BTU ratings in accordance with official ARI standards.) Runs on normal house voltages! All-metal cabinet mounts flush to window or wall.



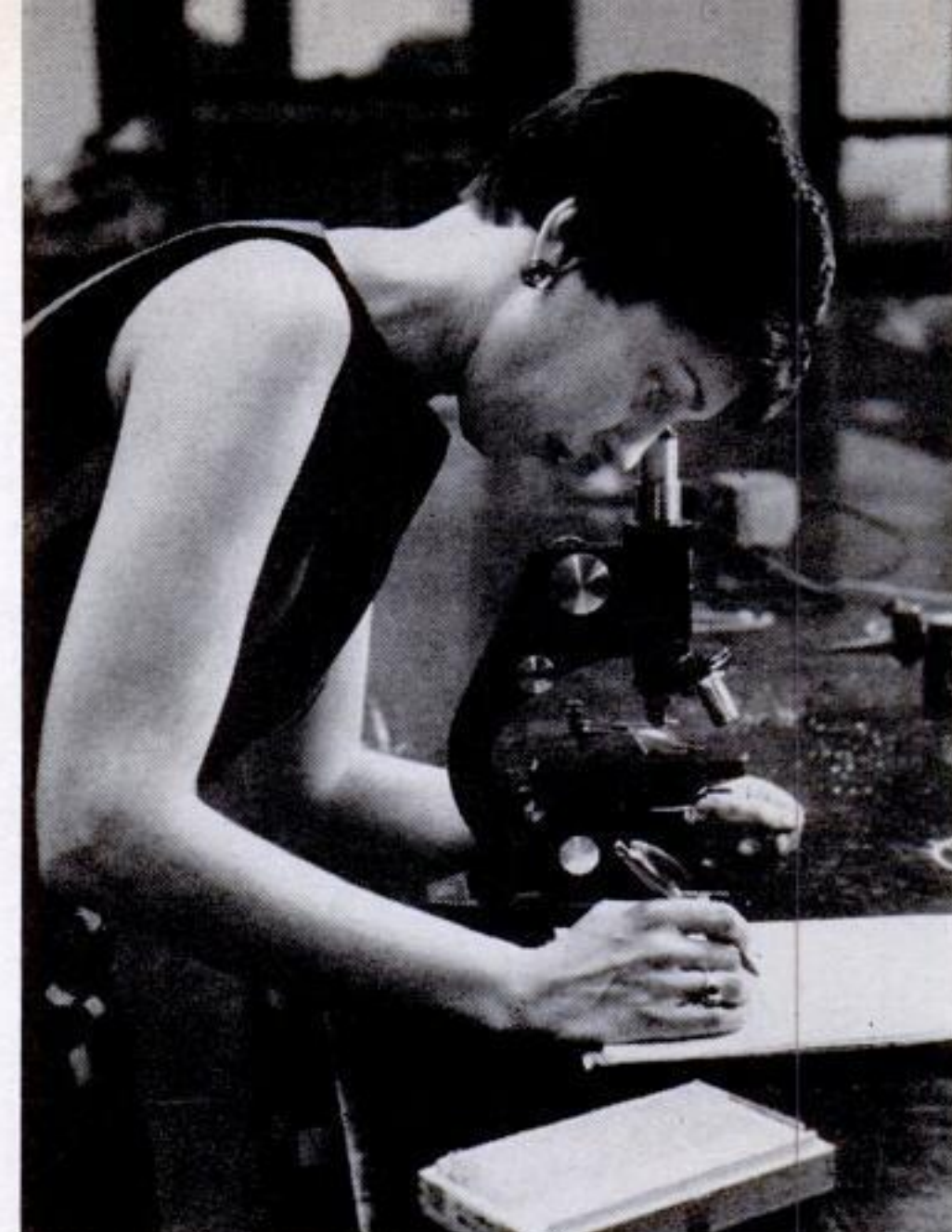
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PRIZE PUPIL CONTINUED



BIOLOGY CLASS at Columbia University elicits Elfrida's famous frown. She has taken night courses since 1955.

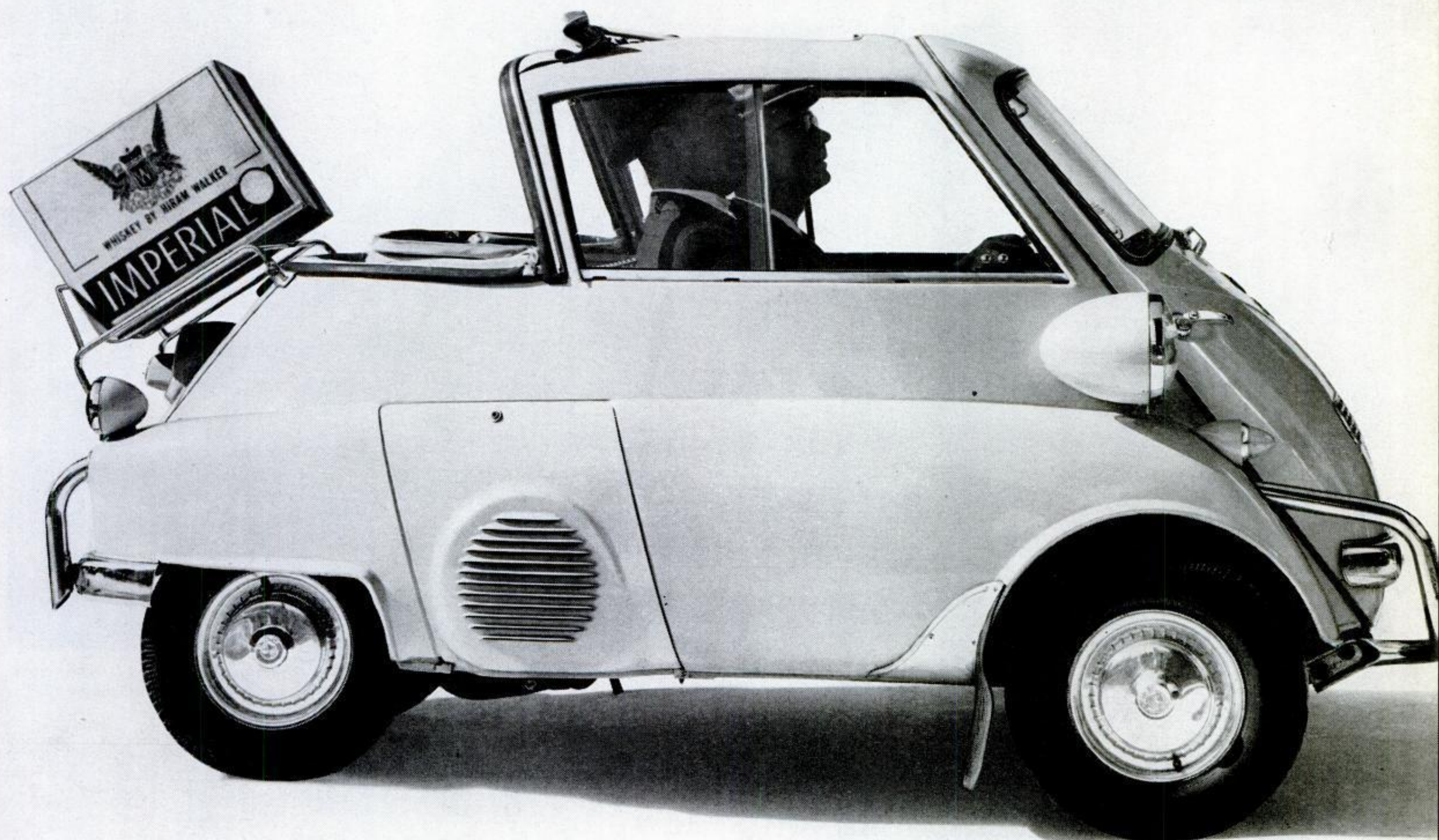


LAB WORK in biology has Elfrida squinting down a microscope. Next fall she starts on a Ph.D. in psychology.



IN HER BROOKLYN HEIGHTS APARTMENT ELFRIDA CRAMS FOR QUIZ SHOW BY WRITING DOWN FACTS IN NOTEBOOKS

Knowledgeable people buy Imperial
—and they buy it by the case



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In outboard engines as in motor cars, Champion spark plugs deliver *full-firing* power.
Above: Champion-equipped Johnson "35" powers runabout at Cypress Gardens, Florida.

Q. Why does every major manufacturer of outboard motors use Champion spark plugs?

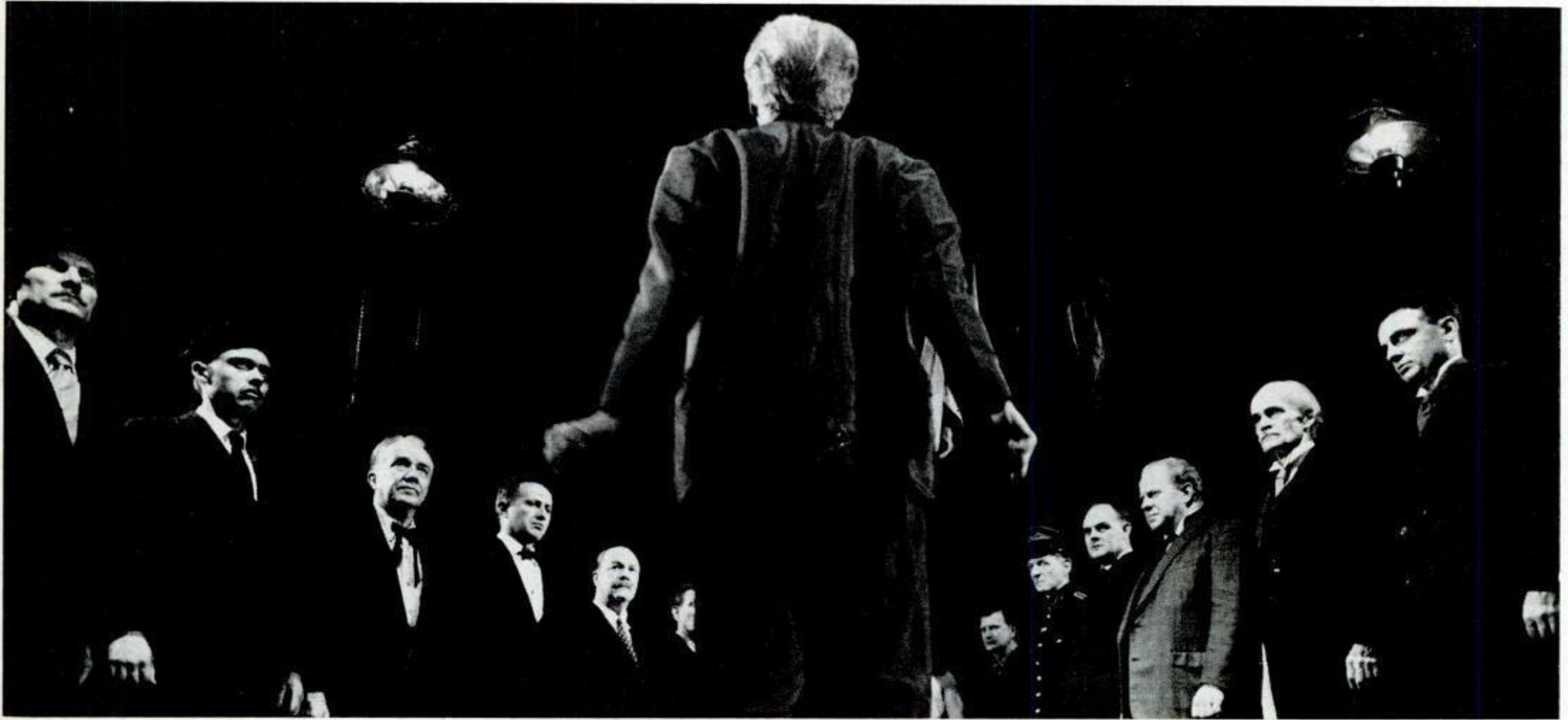
A. Champions give full-firing power. Put new Champions in your car every 10,000 miles. You'll get an *immediate* boost in horsepower...and save gasoline, too!



World's favorite spark plug—engineered for every car built by Ford, General Motors, Chrysler, American Motors, Studebaker-Packard and every major foreign maker

CHAMPION

The Prelude to a Garroting

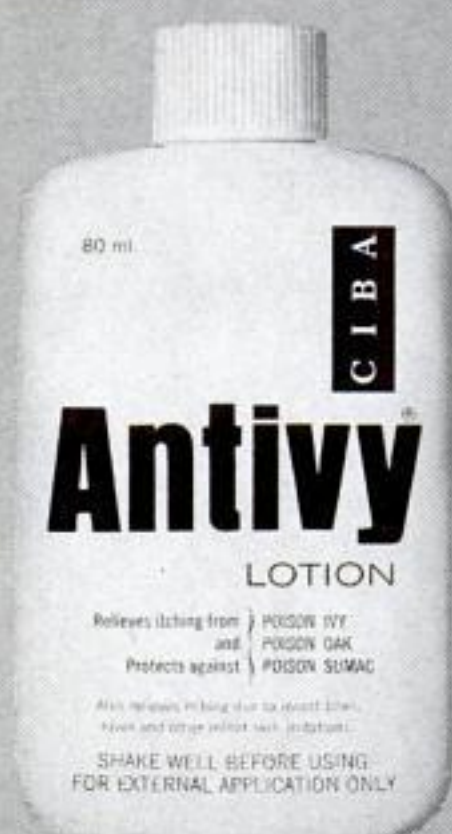


IN "THE VISIT" ALFRED LUNT (CENTER) WALKS INTO A RING OF MURDERERS. BELOW IS HIS LAST VIEW OF THE WHITE-SHIRTED THUG WHO THROTTLES HIM



CONTINUED

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poison ivy,
oak,
sumac



stops itching...
even before it starts!

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Leslie Harnicks

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AND "AROUND THE WORLD IN 80 DAYS"



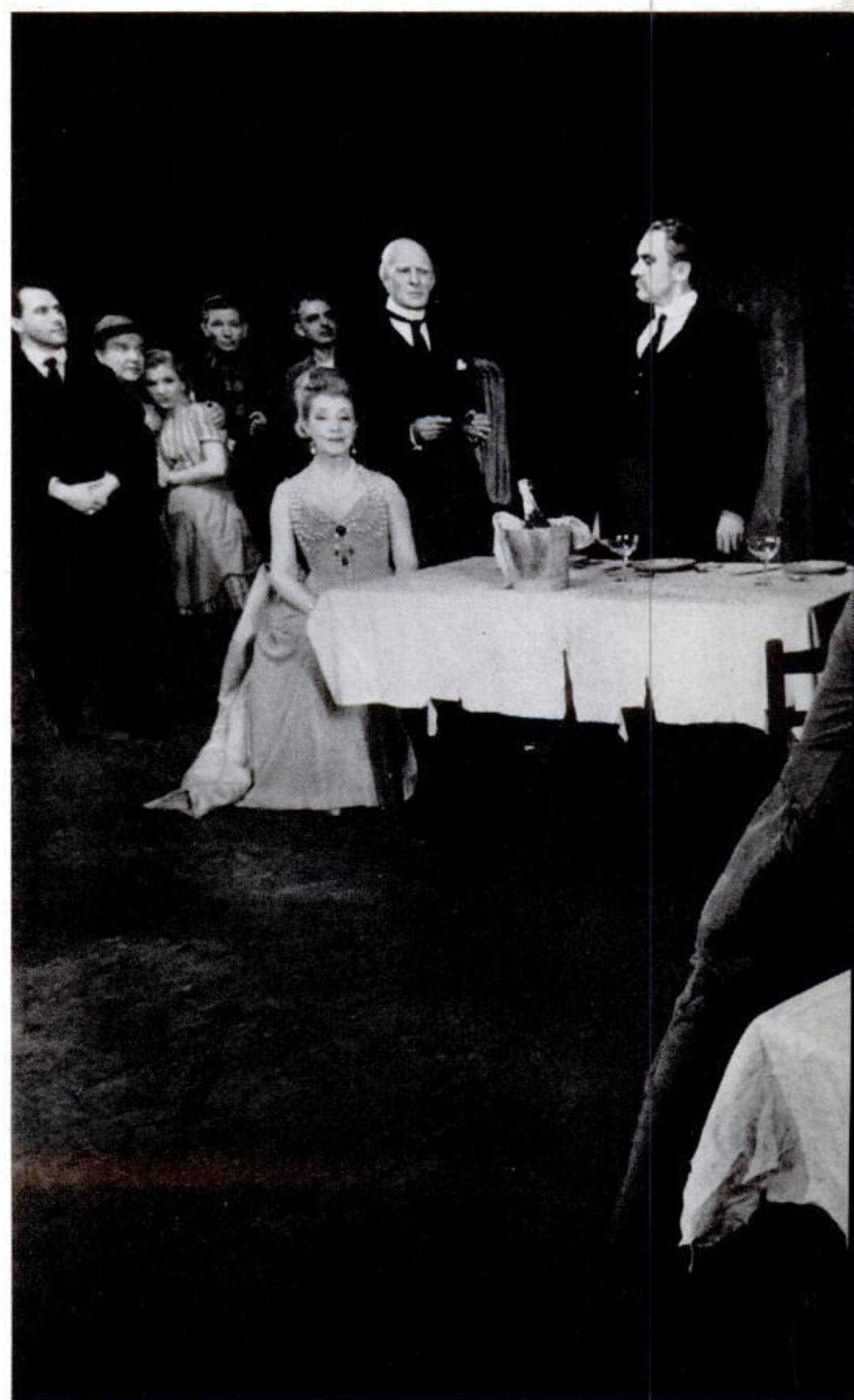
PRELUDE TO GARROTING CONTINUED

BITTER, BRILLIANT PLAY FOR LUNTS

The grim scene on the previous page is the climax of a play that is doubly distinguished. It is one of the bitterest dramas ever seen on Broadway and it marks a major change for the greatest U.S. acting team. For 35 years Alfred Lunt and Lynn Fontanne have given many memorable performances in polite pieces not often worth remembering. Now in a new theater named after them, they have bestowed their talents on an unforgettable play.

The Visit begins when Lynn Fontanne as Claire, the world's richest woman, returns in icy grandeur to her impoverished little home town in Europe to confront Anton, the childhood sweetheart who had once seduced and betrayed her. Mercilessly bent on justice, Claire offers the townspeople a billion marks to be distributed among them if they will kill Anton, who is played by Lunt. Since he has become a decent and much-loved citizen, his friends rally to his defense and refuse her offer. But greed slowly overcomes them until, with a hypocritical show of righteousness, they finally decide to perform the execution.

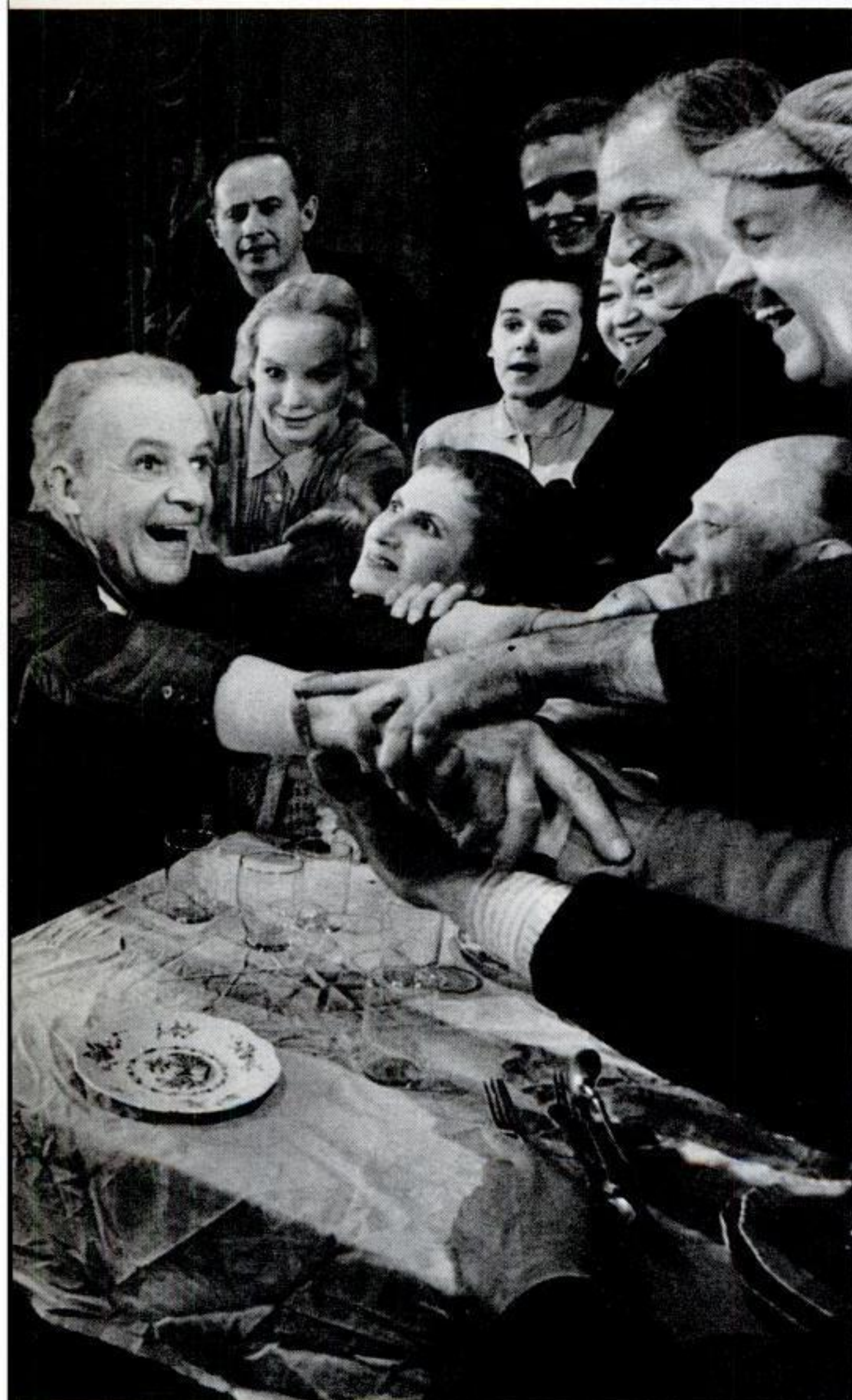
The Visit was written by Friedrich Duerrenmatt, a Swiss author whose plays are well known in Europe. His stern sermon on the corruptibility of the human heart is performed by the Lunts at their brilliant best and stands as a milestone in their long and lustrous careers.



FALSE FRIENDSHIP is pledged to Anton by neighbors, who assure him they will never accept Claire's fabulous billion-mark offer. At a celebration



AFFABLE REUNION in railway station takes place between Claire (Lynn Fontanne), seated in her private sedan chair, and her old lover (Alfred Lunt).



given in Claire's honor at the village inn she sits cynically aside, certain that friendship will not prevail in the face of self-interest. "I can wait," she says.

CONTINUED

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*Copies available to doctors on request. Write Campana Corporation, Batavia, Ill.

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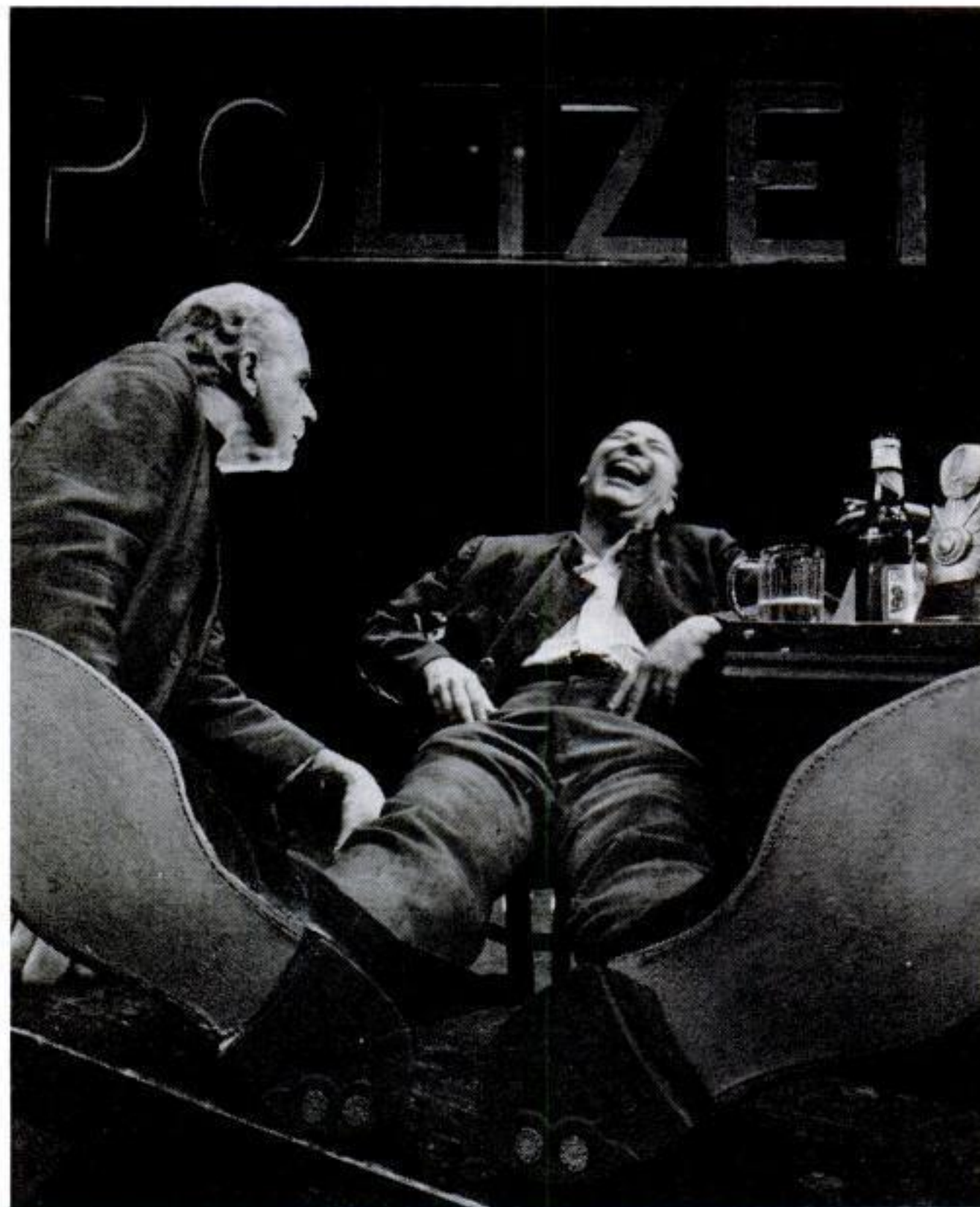


KRYLON

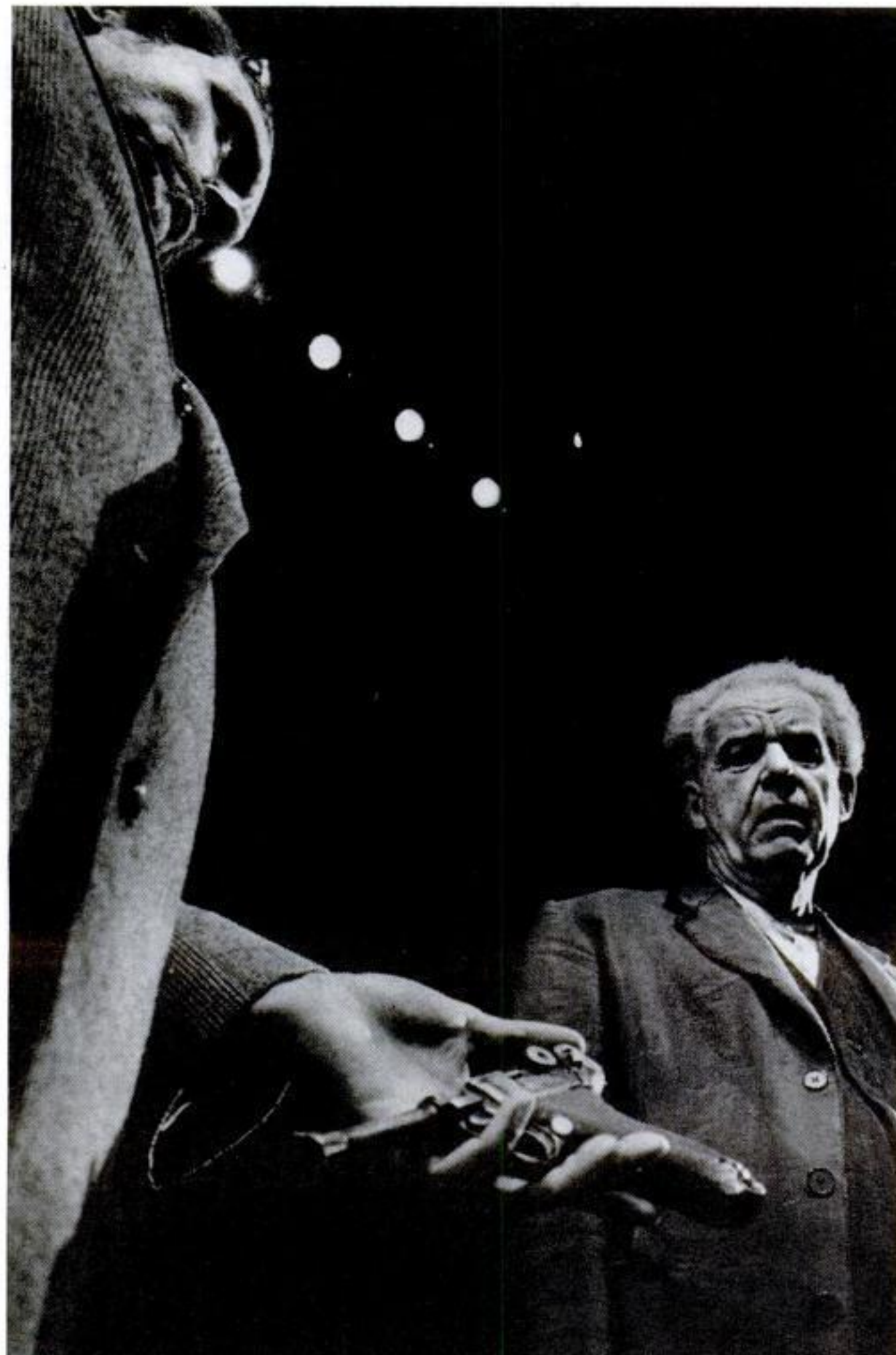
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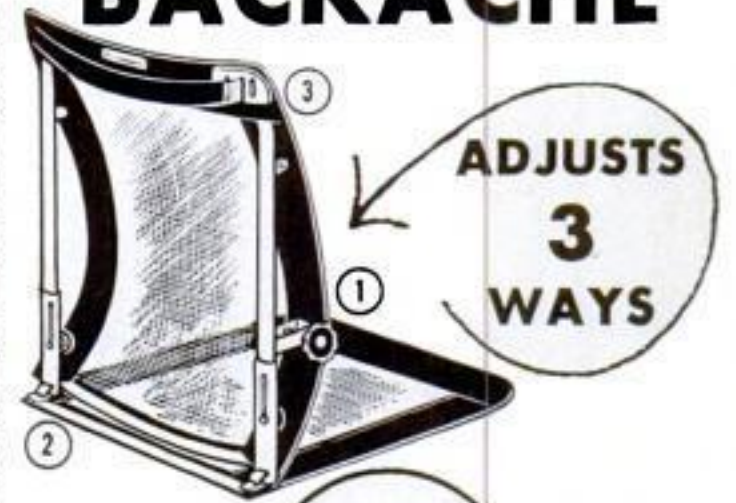


IN PANIC Anton begs police chief (John Randolph) to protect him, since all the townspeople have started buying new shoes on credit in anticipation of getting Claire's money. Laughing, the chief displays his own new shoes.



IN DESPAIR Anton faces the bitter truth that he will be condemned. When burgomaster (Eric Porter) hands him gun, suggesting he shoot himself, Anton replies, "I won't defend myself. But I won't do your job for you either."

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SEALING THE APARTMENT, a mason finishes wall in door. Town authorities were behind Mrs. Rasile's move.



OUTRAGED CATHOLIC, Mrs. Rasile looks out from her apartment. Pastor Righetti's window is in the background.

A CATHOLIC SEALS IN A PROTESTANT

To Mrs. Gemma Rasile, a devout Catholic of Fondi, Italy, her neighbor was an abomination. Not only was Umberto Righetti a Protestant but he was a minister who held services in his apartment and had converted 500 Catholics to his Christian Evangelical church. To stop him she took a drastic step. She hired masons to brick in his apartment door and sealed him up inside. When Pastor Righetti protested, he learned that by a clause in her lease Mrs. Rasile had exclusive rights to the stairway. Sealed-up, Righetti refused to budge for three days. Finally he agreed to move and the wall came tumbling down.



IMMURED MINISTER, Umberto Righetti stands at his apartment window and tosses out a wicker basket tied onto

a long rope. Loyal members of his church are waiting in the courtyard 20 feet below to fill his basket with food.

CONTINUED

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68

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TOPPS WATCHBANDS, N. Y. 38



STAUNCH CONVERT, Mrs. Angelina Longobardi, standing among amused boys, holds food for pastor as she looks up at window and waits for his basket.

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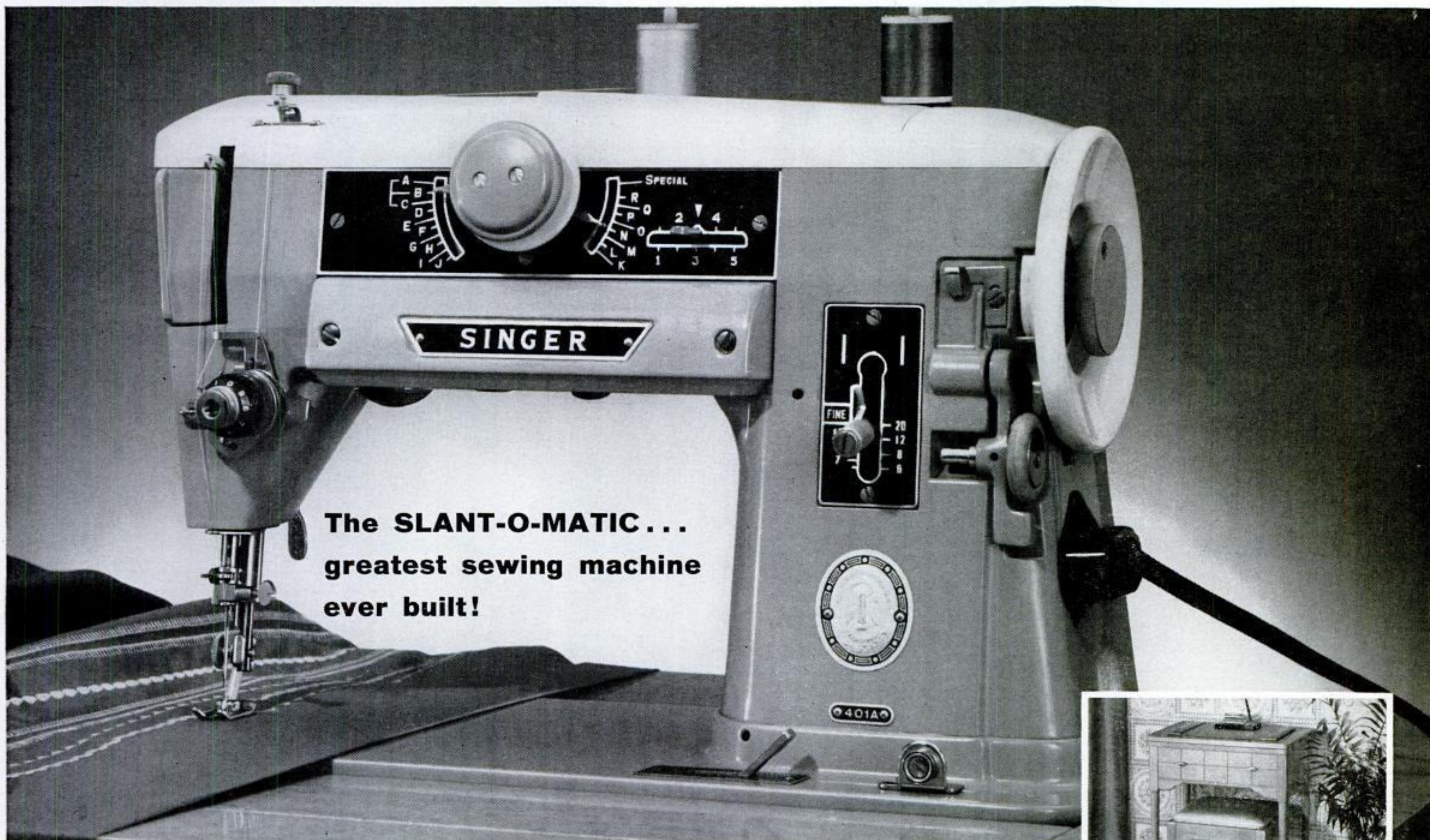
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REOPENING DOORWAY, workmen remove bricks as Righetti waits inside apartment. When he emerged, a parishioner cried, "Our pastor is dewalled."

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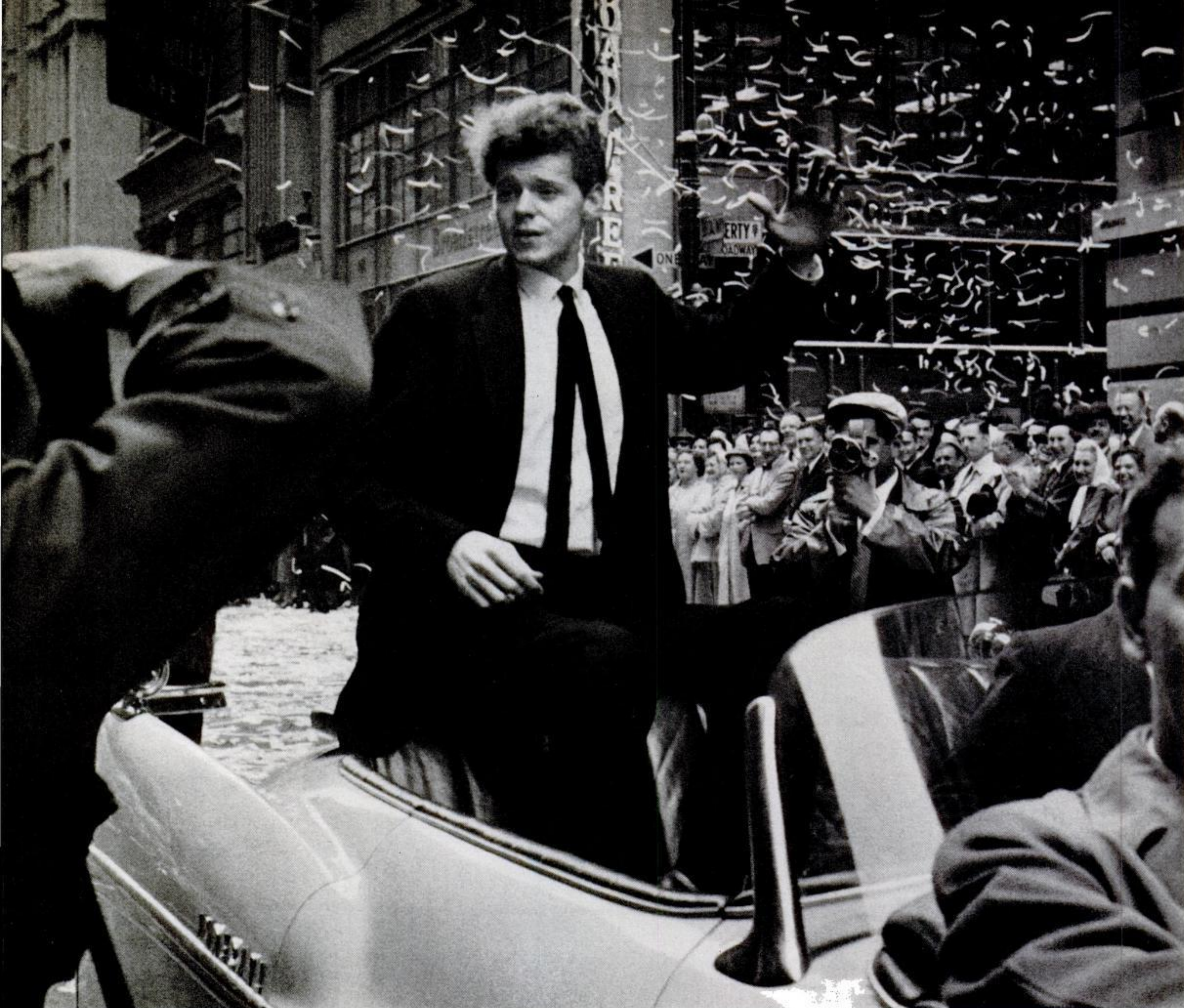
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Two Hits in New Settings

**AS VAN MOVES IN TO TAKE NEW YORK,
MOISEYEV'S MOVE OUT TO WIN CHICAGO**

The scenes of triumph had changed last week for the young pianist from Texas who gained fantastic fame in Moscow and the young dancers from Moscow who became the dizzying delights of New York (*LIFE*, April 28). But for both pianist and dancers the triumphs were still overwhelming.

Van Cliburn, the 23-year-old Texas wonder, had a returning hero's parade up Broadway. He had come to the U.S. worried that he might not live up to the reputation he made by winning the big international contest in Moscow. For his New York concert he worked as hard as an unknown trying to make his mark. Then, for a packed Carnegie Hall, he showed off his technical skill and bravura style to win both audience and critics.

The Moiseyev dancers left New York and went on a seven-week North American tour. In Chicago all tickets for their six-day stand were sold and scalpers got \$30 a pair. Celebrating their success, they reveled there with Soviet Ambassador Mikhail Menshikov who was as proud of his Russians as Americans were of Van.



AMBASSADOR'S APPROVAL of work is given Moiseyev dancer by Menshikov at Chicago opening night party. With him is troupe's director, Igor Moiseyev.





IN SUNFLOWER SERENADE in *Vesnyanki* number, saddened village maidens form a cluster of yellow blooms as they lament the separation of lovers.

IN AMERICAN FOLK DANCE, Moiseyev dancers (*below*) skip through the Virginia Reel they learned in New York and now give as a surprise encore.





NONPLUSSED PIANIST leaving the reception at New York's City Hall pokes his head from a parade limousine to acknowledge the cheers of Chinese school

band members. "I'm just floored by all this," Cliburn kept repeating after being told that the town had never before honored a musician with an official parade.

RUSSIANS' AMERICAN REEL, A TEXAN'S BUSY TRIUMPH

As Midwesterners watched the Russian dancers do a piece of Americana they had picked up on their visit (*bottom, opposite page*), Easterners were listening to the tall American playing Russian music. The pressure of being the new hero in New York kept Van Cliburn from meals, sleep and old friends, but it did not keep him from his concert grand piano. He sweated through three painstaking rehearsals of the Tchaikovsky First and Rachmaninoff Third concertos under Russian Conductor Kiril Kondrashin before he played the big successful New York performance. After

it Van received congratulations from all the music school classmates and proud Texans who crowded backstage at Carnegie Hall to greet him. As she sized him up, one grandmotherly-mannered little lady exclaimed, "My, you are a big boy, aren't you, Mister Cliburn."

"It's not to Van Cliburn, but to music that all this has happened," the pianist said. But he was as wrong as he was generous. Two days later the same adulation for Van broke out after his concert in Philadelphia where an admirer tore the handles off his limousine trying to get to him.



WATERING BUSH, Van tends to white lilac he brought from Russia to plant on Kensico, N.Y. grave of Russian Composer Sergei Rachmaninoff.

BARBERSHOP MEAL is gulped by harried pianist who chews on a bun while getting his heavy blond crop of hair carefully trimmed by Anthony Bonanno.



GREETING CONDUCTOR, Van gives a Slavic hug to Kondrashin who came to U.S. to lead orchestra as he had for Cliburn in Moscow.



AMAZED AT GIFTS, Van, who went to Russia with two suitcases and returned with nine, gazes at

presents and purchases he acquired there. Life mask (right) was a gift from the Moscow Conservatory.



AFTER TCHAIKOVSKY was played in Carnegie Hall, Cliburn walks off stage for intermission.



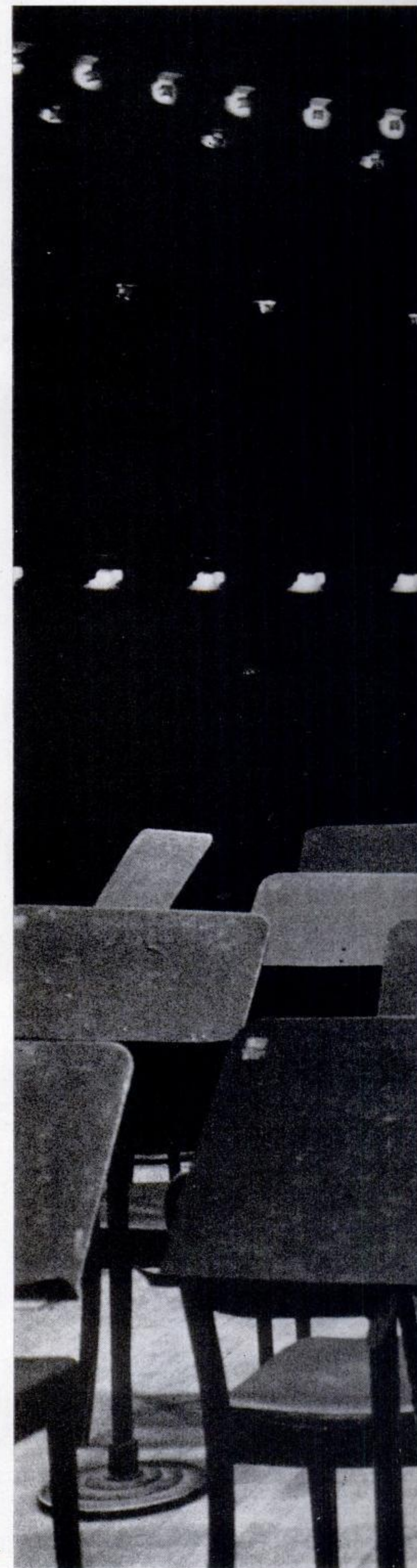
AFTER RACHMANINOFF, Cliburn mops forehead and tells Kondrashin he never played it better.



AT WHITE HOUSE, while President congratulates his parents, Van speaks to Kondrashin (right).

SOLITARY MUSICIAN, Van lifts head to hear → practice passage resound in an empty Carnegie Hall.

TWO HITS CONTINUED







SHEPHERD IN KEEPER'S CLOTHING

It was hard to tell by looking at it whether the strange creature in Winfield Parks's West Barrington, R.I. living room was a dog, a man or both. Actually it was a completely uncomplicated creature, Parks's 8-month-old German shepherd dog, Prince, and there was a perfectly sensible reason for its nonsensical appearance. Prince had developed a back infection and was scratching so hard that Parks took him to a vet. After treating the dog, the vet told Parks to keep the infected area covered. Parks took the easiest, if not the most obvious, way of complying with this order. He decked Prince out in one of his T-shirts and a pair of chinos, specially cut to accommodate the big bushy tail.



Bottles have changed...

but never the quality of

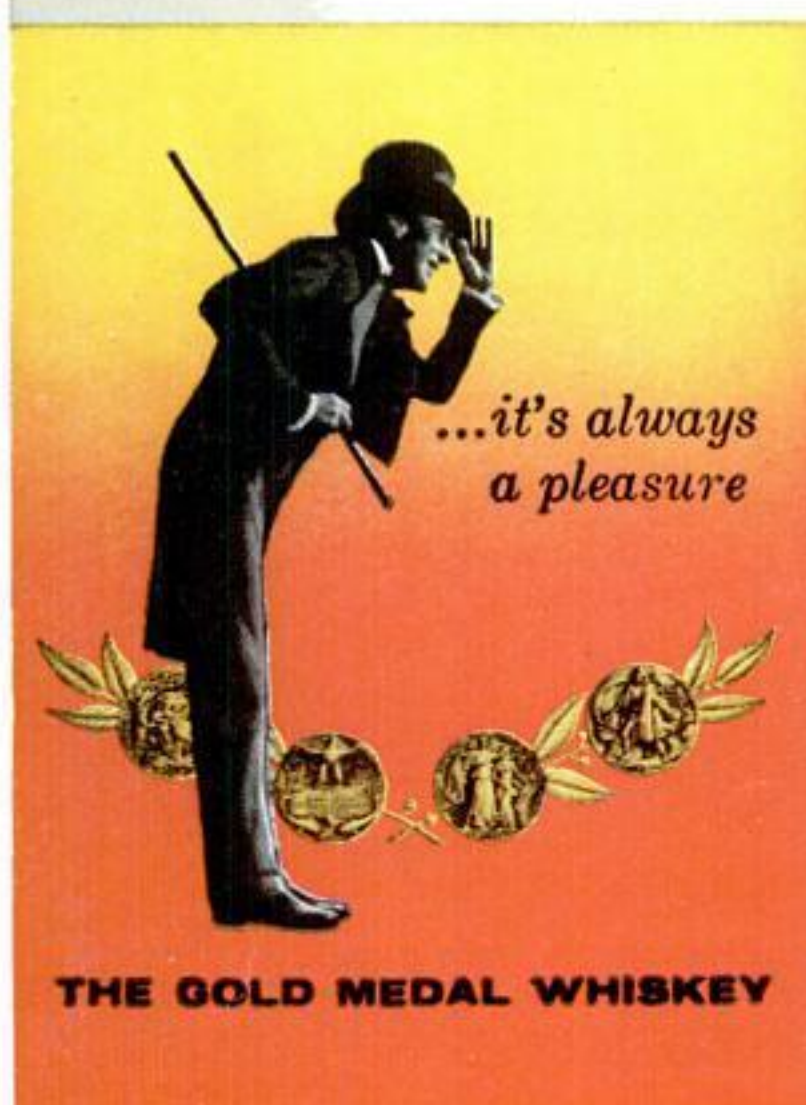
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